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|---|---|---|---|---|---|---|---|---|
| Kowloon ..... dep. | 6.41 | 9.15 | 10.28 | 12.00 | 1.18 | 4.34 | 5.27 | 7.09 |
| Yaumati ..... dep. | 6.51 | 9.25 | 10.38 | 12.09 | 1.27 | 4.43 | 5.37 | 7.20 |
| Shatin ..... dep. | 7.08 | 9.38 | 10.50 | 12.21 | 1.39 | 4.55 | 5.50 | 7.32 |
| Taipo ..... dep. | 7.17 | 9.52 | 11.03 | 12.34 | 1.52 | 5.08 | 6.03 | 7.45 |
| Taipo Market ... dep. | 7.22 | 9.57 | 11.08 | 12.38 | 1.56 | 5.12 | 6.07 | 7.49 |
| Fanling ..... dep. | 7.33 | 10.08 | 11.19 | 12.48 | 2.06 | 5.23 | 6.17 | 7.59 |
| Sheung Shui ... dep. | 7.38 | 10.13 | 11.23 | 12.52 | 2.10 | 5.27 | 6.21 | 8.03 |
| Shum Chun ..... arr. | 7.44 | 10.19 | 11.29 | 12.58 | 2.16 | 5.33 | 6.27 | 8.09 |

| | A.M. | A.M. | A.M. | A.M. | P.M. | P.M. | P.M. | P.M. |
|---|---|---|---|---|---|---|---|---|
| Shum Chun ..... dep. | 7.22 | 8.06 | 10.37 | 11.40 | 2.58 | 4.36 | 5.12 | 6.05 |
| Sheung Shui ... dep. | 7.29 | 8.13 | 10.44 | 11.47 | 3.05 | 4.44 | 5.19 | 6.12 |
| Fanling ..... dep. | 7.33 | 8.18 | 10.48 | 11.51 | 3.10 | 4.49 | 5.23 | 6.17 |
| Taipo Market ... dep. | 7.48 | 8.29 | 10.58 | 12.02 | 3.21 | 5.01 | 5.33 | 6.27 |
| Taipo ..... dep. | 7.47 | 8.34 | 11.03 | 12.07 | 3.27 | 5.06 | 5.37 | 6.31 |
| Shatin ..... dep. | 8.00 | 8.47 | 11.16 | 12.21 | 3.40 | 5.23 | 5.50 | 6.44 |
| Yaumati ..... dep. | 8.14 | 8.59 | 11.28 | 12.34 | 3.53 | 5.37 | 6.02 | 6.56 |
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## PAGEANT OF EMPIRE.

### A STIRRING SPECTACLE

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In the largest open-air theatre of ancient or modern time the Pageant of Empire, by far the greatest spectacle of its kind ever produced, was presented for the first time on July 29th in the Stadium at Wembley before an enthusiastic audience of 12,000 to 15,000 spectators.

Prince Arthur of Connaught, president of the Administrative Committee of the Empire Pageant Council, and Princess Arthur occupied the Royal box. As they took their seats the massed bands played the National Anthem, and the vast audience rose to its feet and joined in the rendering. Shortly before ten p.m. the Prime Minister and Miss MacDonald arrived, and, at the Princess's request, took their seats on either side of their Royal Highnesses. With the Prime Minister were the Right Hon. J. H. Thomas, the Right Hon. J. R. Clynes and Mrs. Clynes, Lord and Lady Olivier, and the Right Hon. Sidney Webb and Mrs. Webb.

Some conception of the magnitude of this culminating attraction of the British Empire Exhibition may be gathered from a few particulars. Fifteen thousand performers take part in the spectacle, together with 300 horses, numerous other animals, including elephants, camels, bears, and donkeys, and 1,000 doves. In addition to the performers there is a choir of 300 voices and 100 instrumentalists. Ten thousand square yards of canvas have been prepared and painted for scenery, and for one scene 25,000 sheaves of corn have been imported from Canada. An artificial lake has been constructed in the Stadium which holds 237,000 gallons of water; a full-sized cathedral front has been built up, and the largest carpet ever manufactured forms a stage for the performers. More than £100,000 has been allotted by the Government to make the pageant worthy of its subject. For months past pageant masters, scene painters, costume makers, choirmasters, and choirs have been preparing the pageant, under the direction of Mr Frank Lascelles, the chief pageant master. There will be thirty-six performances between now and the end of August, divided into three parts each week.

Mr. Rudyard Kipling, whose "Recessional" will be played throughout the pageant, Mr. Alfred Noyes, Sir Edward Elgar, O.M., Mr. Frank Brangwyn, R.A., Sir Charles Oman, M.P., and Mr. E. V. Lucas are among those who have contributed their literary, musical and artistic genius towards ensuring the success of this great undertaking, which is the result of the efforts of innumerable enthusiastic workers.

"No Cæsar or Charlemagne ever presided over an Empire so vast and peculiar," said the Earl of Beaconsfield, in a famous speech in the House of Commons. "Its flag floats on many waters; it has provinces in every zones; they are inhabited by different races, with different religions, different laws, manners, and customs."

Herein lay the supreme difficulty of the makers of the Pageant of Empire. Where were they to begin? Of the wealth of great and stirring scenes and episodes that have marked the origin and growth of Empire, which could they choose and which omit, in attempting to add a living frieze to that architectural and material microcosm of Empire that is the great Exhibition? Sir Charles Oman, M.P., the historiographer of the pageant, and his colleagues, historians of the Dominions, have made a careful selection of events the nature and consequences of which have made them, as it were, the milestones of Imperial progress. "Inallegory," says Sir Charles in one of his brief historical notes, "now we see many of the pioneers who sailed the distant seas under the flag of England. Here, led by Saint George of England, they come and with them the peoples of the lands they found; Sir Walter Raleigh, Sir Humphrey Gilbert, Sir Francis Drake, Frobisher, Roe, Hudson, Rodney, Livingstone, Speke and Grant, Rhodes, Ross, Scott, and Shackleton. What an assembly, what a Roll of Honour! Then in procession, following the spirit of England, they pass on and out of our ken."

#### THREE PAGEANTS IN ONE.

But even a survey limited to the primary causes that led to the foundation and development of Empire, and the heroic pioneers who brought about and sustained the first enterprises of sea-adventuring and colonisation, could scarcely be dramatised within the compass of a single performance. Hence the pageant is divided into three board divisions—"Westward Ho!" "Eastward Ho!" and "Southward Ho!" which will be given on different days of the week. Not with the swiftness and tension of drama in the ordinary sense can these vast and comprehensive tableaux by unfolded to our view. In its slow and stately measure the Pageant of Empire reminds one of some of those splendid and picturesque ceremonials of the constitutional and civic life of the nation, such as the Opening of Parliament by the King and Queen in person, that deepen in significance, rather than grow "magnificently dim," with time.

Neither play nor pageant record has anything to equal a presentation of history on such a scale and in a coliseum of such vastness as this. Even Greece, in the hey-day of its drama, never attempted such a tribute to the founders of her maritime and military greatness. While congratulations are due to Sir Charles Oman and his able coadjutors on the selection and interpretation of the historical events that form the basis of the pageant, no less cordial felicitations must be extended to Mr. Frank Brangwyn, R.A., the designer of the scenery, and to Sir Edward Elgar, who, in the comprehensive programme of music for the pageant, has drawn upon some of the most notable British musicians, from Byrde and other Old English *melodists* to composers of the present day. Nor must acknowledgment be omitted to Mr. Alfred Noyes for the stirring sea shanties and fine choruses he has specially written for the pageant.

Part II., "Eastward Ho," was the production of the night, and no better introduction to the pageant could be imagined than the prologue, which shows us Queen Elizabeth's progress through the City of London to return thanks at St. Paul's for the victory over the Spanish Armada. For the age of Elizabeth saw the first expansion of the British Empire. It laid the foundations of Britain's maritime supremacy. It was also the age of Shakespeare, and Shakespeare provides the cue. Here are the Seven Ages of Man; the babes in their mothers' arms, the school children on their way to school, the pairs of lovers, the men-at-arms, the magistrates and councillors, and a pretty girl leading her blind grandfather, "Sans teeth, sans taste, sans eyes . . ." The streets of London are in gala dress to celebrate the greatest of naval victories, and the life of a Tudor feast day is illustrated in period dances—the joust of knights and a procession of the queens of beauty with groups of beautiful maidens and merry youths. In comes a herald, riding furiously, to announce by a flourish of trumpets the approach of the Virgin Queen, and the Lord Mayor and Sheriffs and City guilds arrive on horseback to greet her. Then comes the Queen's procession, heralded by fanfares of trumpets and provided by men-at-arms, Knights of the Garter, earls and squires, judges and bishops, the Lord High Admiral of England, the Earl Marshal of England, the foreign Ambassadors, and the Archbishops of Canterbury and York, with their respective crossbearers and chaplains. Then the Royal Standard, and, lastly, in her Royal chariot, amid the enthusiastic cheers of her subjects, Queen Elizabeth herself, attended by her maids of honour, the ladies of her Court on horseback, her Yeomen of the Guard, and her stalwart men-at-arms. The part of the Queen was taken by Lady Irene Curzon.

The Queen's chariot draws up before a fine replica of old St. Paul's, and the Queen gives thanks for victory. A mighty shout of joy and welcome is now heard, followed by a silence, and the distant beat and roll of a solitary drum. One by one the crowd take up the cry, "Drake! Drake! Drake!" and, preceded by his gorgeous Indian drummer, the great Sir Francis passes through the cheering crowd, and lays at the Queen's feet the captured Spanish standards. Cannon are fired, bells clash, and the crowd breaks into the chant, "Let God arise and let His enemies be scattered." A great scene this, which stirs the heart and the imagination by the splendour and significance.

#### A MEMORABLE EVENING.

Hereafter follow episodes of rare interest and picturesqueness in the history of South Africa. No less fascinating are the scenes devoted to India with which this part of the pageant closes. The pageant of Empire is really three pageants in one, and any one of the three is a bigger and better spectacle than anything previously produced. No better device could have been employed to clinch the lesson of the Exhibition, and to impress indelibly on the minds of the spectators what is the soul, the inner nature of that Empire whose material wealth is so impressively arrayed at Wembley.

Rain fell earlier in the evening between four o'clock and six p.m., but cleared off before the pageant was to begin at eight. Unfortunately, the downpour recommenced just after the opening of the pageant. In spite of this the inspiring prologue proceeded, and everyone present would agree that the performers refused to be daunted by adverse weather conditions. Never before has inclement and unkindly weather been so completely defeated and eclipsed as it was the evening in the great Stadium. As the vast arena filled with its gay and kaleidoscopic crowd of men and women in costumes of every hue, with knights and ladies on horseback—the Elizabethan opening of "Eastward Ho!"—the immense audience broke into round after round of enthusiastic applause. Never before in the memory of a playgoer of twenty-five years has a spectacle aroused such tumultuous and spontaneous cheering. The great gathering of spectators seemed to inspire the performers and itself to become inspired by them. In short, in spite of the dull grey evening, it was the unanimous verdict of those present that the Pageant of Empire started with a performance of the most brilliant promise.

At 9.15 p.m. electricity and searchlights filled the arena with a wonderful flood of light, and, in this artificial but most effective sunlight, which was greeted with further outbursts of applause, the final scenes of the Pageant were enacted. The music, specially arranged by Sir Edward Elgar, and rendered by the choir of 300 voices, accompanied by 100 instrumentalists, was undoubtedly one of the outstanding features of a memorable evening.


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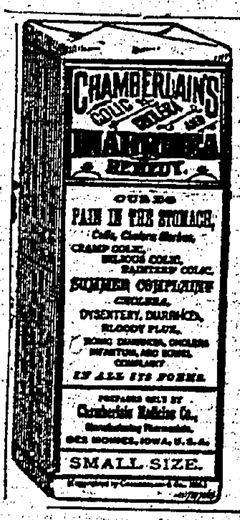


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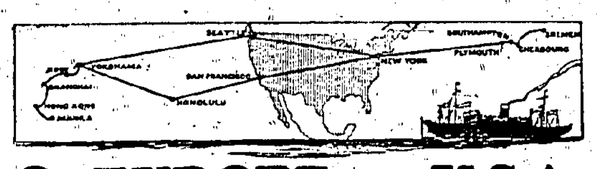


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1924-1925.

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## ENGINEERING WORK IN CHINA.

### REPORT OF CHINA INTERNATIONAL FAMINE RELIEF COMMISSION.

The Engineering Department of the China International Famine Relief Commission has recently issued a report on the engineering accomplishments on behalf of famine relief during the past three years which is most illuminating. Not only have sketch maps of the areas concerned been provided but a map of China is also included on which is indicated the various projects in red, while, a tabulated sheet of costs completes a very interesting precise which might be studied with advantage by the general public.

Analyzing some of the figures, it appears that the new roads constructed by the American Red Cross and the China International Famine Relief Commission since 1920, if put end to end would provide two trunk highways reaching from Shanghai to Chungking in the heart of Szechwan, and from Peking to Canton. In addition to this 2,000 miles of new road over 750 miles of repairs were also effected, the total cost being over four million dollars, this sum providing food and shelter for both flood and drought sufferers.

In providing water for regions subject to drought some 25 miles of irrigation ditches were constructed at a cost of $51,000 and 6,672 wells were sunk at a cost of $405,000. Over 270 miles of drainage ditches were dug or cleaned at a cost of $220,000, while 500 miles of river dykes were built or repaired at a cost of more than one and a half million dollars.

The most notable expenditure on conservancy work was probably that in Shantung on the Yellow River, where the China International Famine Relief Commission contributed $360,000 towards the reversion of that river at Lichin where it had broken its dykes and flooded the surrounding country. All in all, the Engineering Report thus presented is an interesting testimonial to the past achievements of the China International Famine Relief Commission and gives hope of a wide extension of its usefulness in the future.

## A SHANGHAI COTTON GODOWN IN FLAMES.

### MUCH CARGO SAVED.

Fire broke out shortly after 9.30 on Wednesday evening, last week, at the Ming Sung Cotton Weaving Mill, situated at some distance along Warren Road. On the arrival of the Brigade the upper portion of a two-storeyed godown, a building with wooden floors, in close proximity to a similar structure, was found to be in flames, the fire having already reached some parts of the godown floor. There being no hydrants so far outside the Settlement boundary, water had to be pumped from a large water tank in the centre of the compound.

The godown involved contained, amongst other goods, something like 3,000 piculs of cotton, 14,000 lb. of wool yarn, a small quantity of cotton yarn and 40 piculs of rice, the contents being insured for Tls. 50,000 and the building for Tls. Tls. 15,000. There should be considerable salvage as jets were worked well into the building as soon as the Division arrived.

## CINEMA NOTES.

### QUEEN'S THEATRE.

Both Chinese and Europeans have spoken highly of the all-Chinese film, "Her Sacrifice," which has been shown at the Queen's Theatre and remains on the programme till Thursday. The 5.15 and 9.15 attraction, "Judgment of the Storm" continues to draw big houses. This picture is quite worthy of the favourable comment that has been made about it, especially the realistic blizzard and country life scenes.

### THE WORLD THEATRE.

"The Lady of Quality" by Frances Hodgson Burnett, is the great attraction at the World Theatre.

The beautiful Countess of Dunstonwolde stands at bay in the huge reception room of her London mansion. A widow for two years, enjoying the affection and patronage of good Queen Anne, universally respected, admired and looked up to, the fiance of the brilliant Duke of Osmonde, who has just returned from the victorious field of Blenhiem, all her ambitions on the point of realization—and yet there stood one thing in the way. That one thing was a lock of hair, a curly lock of raven black feet five hair long, a thing of beauty, and there it lay in the possession of the arch-villain of London, Sir John Oxen, whose reputation as a gay blade, a man about-town a compromiser of women, a handsome scoundrel, was second to none in his gay set. As in moments of death a person's whole life is said to pass in review before his mind, the impassioned Countess saw as in a flash her first impulsive love affairs with the handsome brute who faced her. Her spirit, which no authority had ever brooked, her hand which had conquered every horse she had ever wanted to ride, had both been surrendered in sweet humility to this arch-demon, both these and the wretched curl, only to be treacherously flaunted and betrayed. What should she do? What could she do? In ten minutes London's most aristocratic society would be in that drawing room. In reseration, her hand touched her heavy riding crop on the table. In desperation, she faced the man who would snatch from her grasp everything for which she had striven so desperately, everything which a woman held dear and sacred, and then—What the Countess did and what were the consequences form the climax of one of the most gripping and dramatic stories ever told on the screen. Virginia Valli is the star in the picture.

*(Continued on next column.)*

## HONGKONG SHARE MARKET

### CLOSING QUOTATIONS.

SEPTEMBER 2ND, 1924.

| | |
|---|---|
| Hongkong and Shanghai Banks | $1,200 b. |
| Canton Insurances | $720 b. |
| Union Insurances | $234 b. |
| Hongkong Fire Insurances | $590 b. |
| Douglas Steamships | $62 b. |
| H.K., C. & M. Steamboats | $40 s. |
| "Star" Ferries | $103 sa. |
| China Sugars | $355 b. |
| Kowloon Wharves | $213 s. |
| Whampoa Docks | $163 b. |
| Hongkong Lands | $118½ s. |
| Hongkong Hotels | $24½ (old) $23½ (new) s. |
| Humphreys Estates | $24½ s. |
| Cements | $25½ s. |
| Hongkong Ropes | $63 (combined) b. |
| China Providents | $17 (old) sa, $5.10 (new) b. |
| Dairy Farms | $27½ b. |
| Watsons | $26 b. |
| Hongkong Electrics | $43 sa. |
| China Lights | $18 (old) b., $12.10 (new) s. |
| Hongkong Trams | $41½ b. |
| Peak Tramways | $20 b. |

*b—buyers; s—sellers; sa—sales.*

## EXCHANGE IN AUGUST.

Messrs. Roza Bros., in their monthly Hongkong Exchange Quotations give the following summary:—

| | Silver (Ready) | Sterling T/T | Yen T/T | Gold $ T/T | Francs T/T |
|---|---|---|---|---|---|
| Average Rate Aug. (1924),(Approx.) | — | 2/4⅜ | 128 31/32 | 53 1/16 | 9.78 |
| Highest Rate Aug. (1924),(Approx.) | 34½ | 2/4⅝ | 129½ | 53⅝ | 10.35 |
| Lowest Rate Aug. (1924),(Approx.) | 33½ | 2/4½ | 127½ | 52½ | 9.40 |
| Average Rate to date (1924),(Approx.) | — | 2/4 7/16 | 191 1/16 | 51 7/16 | 10.03 |
| HighestRate to date (1924),(Approx.) | — | 2/4⅞ | 135 | 53⅞ | 14.00 |
| Lowest Rate to date (1924),(Approx.) | — | 2/3⅛ | 107½ | 49⅜ | 7 80 |

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"Humoresque," the big feature film with the beautiful musicals including the famous piece after which the picture is named, continues to charm Coronet Theatre audiences with its combined pictorial and music appeal. "Further screenings take place this evening.

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**1.—The Willys-Knight car is the four cylinder motored car that makes the six unnecessary.**

The Knight motor is steam principle. The valves are two cylindrical sleeves with rectangular slots or ports which when they register with each other and the ports in the block allow the ingress and egress of the gases without obstruction. These wide open passages, particularly on the exhaust side, permit a more thorough cleaning of the burnt gases from the combustion chamber than any other type of motor, so that every ounce of energy available is utilized from the explosive mixture, which gives us such tremendous power

**2.—It has no valve to grind and no carbon to clean.**

The combustion chamber is completely surrounded by water and an alloy piston noted for its great heat radiating qualities is used so neither the combustion chamber nor the head of the piston gets hot enough to bake the residue from the exposed gases to form carbon while there is still enough heat maintained to handle the explosive mixture effectively.

**3.—It is the only type of motor that improves with use.**

While carbon can not form in the combustion chamber, still a certain amount of the residue from the burnt gases works up behind the wide sealing ring in the cylinder head and, as this building in process obtains, it keeps pushing this sealing ring more tightly against the inner sleeve until it completely seals the compression chamber developing more power with every mile the motor is drawn.

**4.—It is the only type of motor that wears in while other wears out.**

All parts in the Willys-Knight car are assembled with wide clearance between each other and oil is forced into these clearances under heavy pressure so that the entire assembly is lapping or wearing in on these heavy films of oil instead of wearing out. In other words, every bearing in this motor is an oil bearing instead of a metal to metal bearing which is necessary in the construction of a poppet valve motor in order to keep it quiet with subsequent quick wear and noise.

It has eliminated one hundred and sixty two quick wearing parts necessary in the operation of a cylindered poppet valve motor. There are no hammering parts such as cams striking against push rods, push rods against valve stems, or valve heads snapping back into their seats through the medium of heavy springs, etc.

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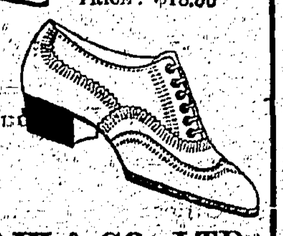

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## SHANGHAI'S TRADE IN 1923.

### IMPORTS AND EXPORTS VERY SATISFACTORY BUT A SLUMP IN BUSINESS.

#### REVIEW OF THE YEAR.

Reporting on the trade of Shanghai for the year 1923, Mr L. A. Lyall, Commissioner of Customs, says that the volume of goods imported and exported during that period may be considered as very satisfactory. That the merchants should have another story to relate, and that, from their point of view, trade, or rather "business"—the realizing of profits on goods—should have been decidedly bad during the year illustrates the fact that though closely connected, and to a great extent dependent upon each other, "trade" and "business" are two different things and the causes which have adversely affected "business" during the year under review cannot be such as would have affected the "trade" as well. Among the causes put forward for the slump in business, political events and disturbed conditions have been freely quoted but as they have not affected the "trade" to a very marked degree, it must be admtted that they have not been so important a factor of the "business" depression as is generally believed. Better conditions in the interior would certainly favour business, but so would better means of transport—railways and roads—and so would, generally speaking, a higher degree of Western civilization, without which, however, business has done very well in the past. Like other trading centres, Shanghai is still suffering from the after-effects of the Great War, and from over-stocking, over-competition, and amateur business methods. . . . Whatever its causes may be, the slump is there, and badly put as they have been of late, merchants who in many cases are "carried" by the banks have not been in a position to do much. After the reckless trading of former years a spirit of undue caution seems to have spread over the markets; and this extreme caution has resulted in an attitude of "wait and see," which may well be called the key-note of the year's commercial activities in Shanghai. Such an attitude does not help trade, and it is to be hoped, therefore, that the future will see a healthy return to sound business, which after all cannot thrive without a certain degree of speculative trading, and of risk-taking.

#### REVIEW OF THE YEAR.

Commercially, the year may be reviewed as follows. The markets opened well, and the general tone at the beginning of the year was very hopeful. However, the expected improvement in the situation did not materialise, and business remained very dull until China New Year, when the usual holidays brought things to a standstill, the settlement passing over satisfactorily with only one failure. On the resumption of business the markets did not show any signs of the predicted revival. Native superstition concerning the 60th year of the cycle, which it was believed must be a bad year; later, the Lincheng outrage, renewed hostilities on the Upper Yangtsze, and a very ominous situation in South China all had a bad effect on commerce. April and May were thus bad months. June, however, saw a slight revival, the tone of the import market being decidedly better at the beginning of the month. Unhappily, this improvement did not last, and in July things took another turn to the bad, while the anti-Japanese boycott movement showed signs of spreading and began seriously to affect Japanese business. The end of July saw the beginning of the dead season, and the summer apathy became very marked. September, however, opened with distinct signs of improvement, and, though the Japanese earthquake had its unsetting effects on the markets, a cheerful and hopeful note was much in evidence towards the middle of the month, when people began to say that the bottom of the depression had been reached and that the turn was about to come. During October conditions continued to improve with the beginning of the buying season, which promised to be specially good on account of the very low stocks. The anti-Japanese feeling being now a thing of the past, the Japanese trade began to show sure signs of revival, the more so as the after-effects of the earthquake began to be felt, and the Japanese became eager buyers of reconstruction materials and cotton. November remained quiet but hopeful, and with December the year closed uneventfully. A year, it may be said, during which there has been very little progress from the business depression of previous years.

It is therefore the more satisfactory to be able to state that trade—the volume of goods passed through the Customs—has again improved considerably during the period under review and that record figures have been reached for 1923. These figures, it is true, show the value of the trade, and it may be contended that value is not always a true index to volume, seeing, however, that the Customs values of foreign goods have, on an average, declined during the year, while those of native goods have remained practically stationary, it will be realized that as an index to the volume of trade during 1923 those figures are, if anything, too conservative. This being so, much satisfaction must be derived from an increase over the previous year of more than 115 million Haikwan taels, with a total (imports and exports) of nearly 1,105 million Haikwan taels. In this total the domestic trade (imports from and exports to Chinese ports) is represented by practically 568 millions and the export trade to foreign countries by 110 millions, giving the remarkable increase over the previous year of nearly 117 millions for the branches of trade which more than any should have been affected by the unsettled conditions of the country. On the other hand, the imports from foreign countries, where the influence of these conditions must be more remote, show a decrease of about 2 million Haikwan taels, bringing down the total increase to 115 millions, as stated above. With the exception of 1919, when the increase over 1918 amounted to 141 millions (largely due then to increased values), this year's total increase is the largest on record, while the increase in the domestic and export trades easily eclipses any previous achievement. As for the unbroken and steady increase in the value of exports to Chinese ports during the last 10 years—from 42 million Haikwan taels in 1913 to 244 millions in 1923—nothing could illustrate better the wonderful growth of Shanghai, not only as the largest trade emporium, but also as the most important manufacturing centre in China.

#### REVENUE.

The whole collection for the year—Hk. Tls. 23,904,005—compares favourably with last year's Hk. Tls. 21,634,767, showing an increase of over 2¼ million Haikwan taels. It is the largest collection on record, and, though all headings show improved figures, the increase in import duties—now levied in accordance with the new tariff at an effective 5 per cent.—came very short of expectations. The reasons for the shortage are not obvious, and it may well be asked why the import trade, valued at nearly 418 millions, did not bring in more than the 16 millions odd actually levied. Up to a point this discrepancy can be accounted for by the fact that the sum of 418 millions represents the gross value of the import trade, which includes the value of free goods—mostly wheat and flour—amounting to about 22 millions, and also the value of re-exports, on which duty has been refunded by drawbacks, amounting to nearly 30 millions. Deducting, therefore, 52 millions from the gross value of 418 millions, leaves a total of 366 millions as the net value of duty-paid imports, which, at 5 per cent, should have brought in a collection of over 18 millions instead of the 16 millions actually levied. This leaves an actual shortage of two million Haikwan taels, part of which must be attributed to the late coming into force of the new tariff, which, practically speaking, only became effective from the beginning of the second quarter of the year. Owing to the notice given them, merchants had an opportunity of rushing imports through during the first quarter of the year, and the loss caused to the revenue by this delay may be put down at one million Haikwan taels, leaving one million not accounted for. It would seem, therefore, that the new tariff is still not quite up to the full 5 per cent. to which China is entitled. The revenue derived from duties and dues levied on postal parcels continued to expand, with a total of $1,136,077 collected during the year, a remarkable increase over previous years, as will be seen from the following figures:—

| | $ | | $ |
|---|---|---|---|
| 1905 | 40,352 | 1921 | 864,026 |
| 1910 | 202,043 | 1922 | 871,332 |
| 1915 | 299,145 | 1923 | 1,136,077 |
| 1920 | 742,930 | | |

The increase of over $250,000 in the last year is largely due to the better control over parcels, which it was possible to enforce after the abolition of alien post offices in Shanghai. Converted into sterling at the average rate of 3s. 5d., Shanghai's total revenue for 1923 equals a gold value of £4,158,000, a sum which compares favourably with £4,056,000 for 1922 and £3,928,000 for 1921.

#### SHIPPING.

Under this heading again, statistics, which show satisfactory results, would seem to be at variance with the bad reports which have characterised the activities of the freight market during the year. The total tonnage of vessels entered and cleared under General Regulations during the year amounted to 30,018,240 tons, a new record figure easily beating the previous records of 1922 (27,515,927 tons) and 1921 (24,082,274 tons), and it may well be said that Shanghai has become one of the world's greatest shipping ports. The year's increase is mainly due to the advance of ocean steamers, which have increased in number from 10,117 to 10,871 and in tonnage from 22,162,812 to 74,726,143. This increase in ocean-going vessels is highly satisfactory. The present system of collecting tonnage dues presses most unfairly on ocean-going steamers that only visit China once of twice within four months. Could it be placed on a more equitable basis, ocean trade would be still further encouraged. During the first quarter of the period under review the total tonnage entered and cleared aggregated over 1½ million tons more than that of the previous March quarter. With the exception of the Danish—with a decrease of nearly 40,000 tons—all flags showed an improvement, especially the Japanese, to an extent of nearly 400,000 tons; the British, 350,000 tons; the Chinese, 185,000 tons; and the German, 120,000 tons. This satisfactory record was mainly due to a general improvement in the shipping industry, owing to the reduction of fuel costs and labour charges. During the June quarter the total tonnage entered and cleared continued to improve, the quarter's figures showing an increase of over ¾ million tons over those of the corresponding period for 1922. Nearly all flags continued to register better figures, the reason for this increase being generally ascribed to the further improvement of the shipping industry and to the growing importance of Shanghai. During the September quarter the increase previously recorded seemed to have come to a standstill, with a slight decrease in the number of vessels entered and cleared, which, however, was made up by an increase in tonnage of over 200,000 tons. The last quarter of the year was well up to the average, the total tonnage showing an increase of nearly 600,000 tons over the corresponding quarter of 1922. The number of ships, however, continued to decrease, mainly on account of a serious falling off in the number of small Chinese ships. The only decrease in tonnage registered during the quarter affected the Japanese flag, and it may be ascribed in part to the effects of the anti-Japanese boycott.

As regards the shipbuilding industry, it is reported that, during the year, there has been a noticeable falling off in the number of steamers, tugs, and cargo-boats built locally.

## HANKOW'S SHATTERED DREAMS.

### THE ILLUSION OF AN ALL-THE-YEAR DEEP-WATER PORT.

In the course of his trade report for 1923, Mr. F. W. Maze, Commissioner of Customs at Hankow, states:—

During the past 12 months comprehensive surveys have been made on the Yangtsze under the supervision of the Government Committee, cross-sections have been taken at selected controlling points, and a vast amount of information, including Customs surveys, has been gathered and placed at the disposal of Mr. Palmer. The services of the latter were retained by the Government to make an investigation of the river and report upon the feasibility or otherwise of effecting improvement. He arrived in China in the autumn and, with the technical Committee, made an inspection of the river from Wanhsien to Woosung during October. A report has been issued by him on the question of conservancy works, and the conclusion which he draws is that the cost would be entirely out of proportion to the benefits obtained and "utterly unremunerative and financially impossible." Seeing that the obstructions to 15-feet draught navigation are found at about eight "crossings" altogether and that they aggregate some 25 miles only in length, the impression existed that the rectification of these places could be effected without prohibitive expenditure and that it might even be possible to make Hankow a "deep-water port," for ocean steamers at all seasons, but, viewing the question from the economic as well as the engineering standpoint, Mr. Palmer disposes of these illusions. He estimates that to obtain freedom from restrictions to river steamers drawing 15 feet would alone necessitate a capital expenditure of not less than Hk. Tls. 25,000,000—a sum which places any improvement scheme in the nature of training-works outside the bounds of commercial possibility.

This being so, it was natural to consider whether dredging operations, a so-called "persuasive method of improvement" and less costly than training dikes, etc., would answer any useful purpose. After careful examination, however, it was found that there can be no certainty that the effects of dredging would be lasting, and that it would, therefore, to be regarded as purely experimental in the first instance. But here again the opinion was formed that the outlay involved would be too great and would not be justifiable from a commercial standpoint. In regard to the question of flood prevention, it should be understood that inundation is not necessarily of a destructive character, since the silt deposited by floods has valuable fertilising properties. This being so, it follows that the inquiry into damage by floods should extend to the benefits likely to be derived from the silt. It seems that it should not be an impossible task to prepare an acceptable and practicable scheme for making protection works remunerative, and it is estimated that the annual cost may possibly fall within the value of the damage and loss occasioned. Should this prove to be the case, it could possible be shown that a trivial charge on the land protected would be more than compensated for by immunity from floods. It is hoped, therefore, that a solution for this very important question may be found.

Mr. Palmer, in the course of his remarks, pays a tribute to the efficiency and progressive usefulness of the Customs River Department, and the opinion is expressed that the aids of navigation—lights, buoys, and beacons—should be extended in lieu of improvement works, which would be too costly to be practicable.

The River Inspector reports that the lowest level reached was on February 13th, when 7 inches was registered, and that this level was maintained until February 17th, after which the river commenced to rise, until the highest level of 45.5 feet was recorded on July 28th. The river then fell steadily until September, when it rose for a few days, and from the beginning of October continued to fall to the end of the year. On July 25th, in order to provide for uniformity of procedure and assist in the hydrographical survey of the Yangtsze, all river gauges were marked in feet and tenths of a foot instead of feet and inches.

## THE MERCHANT VOLUNTEER AND CANTON GOVERNMENT.

[FROM OUR CHINESE CORRESPONDENT.]

Reports from Kongmoon, the leading port of the Sze-yap or the "Big Four" districts, show that the merchants and the volunteers are decidedly dissatisfied with the preliminary terms to the settlement of the arms dispute. The volunteers in the districts are of the opinion that the arms and ammunition should be unconditionally returned by Dr. Sun Yat-sen.

A Volunteer officer, when seen on the matter, expressed the opinion that discretion must be used in dealing with the followers of Dr. Sun Yat-sen in Canton. It was pointed out that Dr. Sun and his mercenaries owned no substantial property in Canton and districts, that his use of the Reds with daggers and police orders to murder individual members of the volunteers, that his attempt to take advantage of his opponents by setting fire on their buildings without notice—all have made it impossible for the merchants to have a fair and open party to go against.

The merchants in Canton, despite unfavourable comments from the districts, will, it is understood, urge the commandants of the merchants volunteers movement in Canton to circulate the telegram desired by Dr. Sun "supporting" him. They will, however, not advise their commandants to hand over a cheque to Dr. Sun for $500,000 until the arms and ammunition have been delivered. Dr. Sun Yat-sen, they fear, may get the cheque and then again order the withholding of the arms. They have learned a lesson from the arms permit, issued one day and cancelled another day.

The farmers in Heungshan, one of the five leading districts of Kwangtung Province, according to the vernacular press, have publicly repudiated the inference of Governor Liao Chung-hoi in Canton that the farmers of the province are behind the labour and farmers corps of the Red Army now in course of organization. Governor Liao, in his recent visit to Heungshan, has only interviewed the "tongs" or societies of the bandits of the Tung Hoi Sandfields about joining the farmers making it clear at the time that they will be too busy to participate in the proposed farmers corps.

### A PETITION ON FLOOD SUFFERERS.

Flood sufferers in the West River districts of Kwangtung have petitioned the Kuomintang Government of Dr. Sun Yat-sen to release the two junks of rice the Reds captured during the general strike in Canton last week. The rice captured by the Reds amounted to 40,000 piculs intended by the Canton merchants for the relief of sufferers in the recently inundated districts of Canton Delta.

### RAILWAY SERVICES RESUMED.

Railroad traffic along the Kwangtung Section of the Canton-Hankow, the Canton-Samshui, and the Canton-Kowloon lines has been resumed since the first of September.

## HIGHWAY ROBBERY AT KOWLOON CITY.

### BANDITS' VIGIL ON LONELY ROAD.

At about 1.30 a.m. yesterday, two Chinese saloon waiters employed on the s.s. *Empress of Canada* were returning together in two rickshas, from the ship to their homes in Kowloon City.

On arriving at the junction of Kowloon City Road and Ma Tau Kok Road, the waiters saw two men sitting, one on each side of the way. As the rickshas drew level with them, these men got up, and producing revolvers, ordered the travellers to hand over their money.

The stewards complied, disgorging a total of $18, whereupon the robbers decamped. No arrests have been made.

The ricksha-coolies remained quite passive throughout the proceedings, and when the thieves had departed, conveyed their impoverished "fares" to the police station, where the matter was reported.

## QUEEN AUTUMN.

I wonder if you saw the sun when he got up this morning,—
The jolly way he peeped along the sky!—
He tried to hide his secret as he flung away night's awning,
But I could see the laughter in his eye.

The breeze was softly humming
To the tiny topmost peak,
"She's coming,—Oh, she's coming!"
Then the birds began to speak.

A secret, when the birds find out, a secret is no longer
(They gossip just like clever men, you know!),
So very soon the humming of the breezes had grown stronger,
The hills had told the harbour down below.

"She's coming!" Morning-glory
To hibiscus spread the tale;
And butterflies the story
Told cicadas in the vale.

Now, all this merry clamour, you may guess, was of a fairy,
And we must give her welcome when she's here;
She's cabled to us, by the zephyrs, kisses light and airy,
She'll come so softly, yet so full of cheer.

(They hail her not so gladly
In the distant western lands,—
She smiles a shade more sadly,
Though with gold they fill her hands.)

Since last she crossed the ocean we have welcomed other strangers,
In gowns of blue and gold and coat of grey,
With songs of sleepy languor and with tales that hint of dangers,—
But she knows more of Fairyland than they.

Come! Smile your best to greet her,
She's the pride of all the year,—
Look up to heaven, and meet her—
Queen Autumn's in the air.

GLADYS JACKSON.

Hongkong, September 2nd, 1924.

## CORRESPONDENCE.

### PUBLIC HEALTH.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—I trust you will allow an "ignorant villager" from the New Territory to air a few of his "prejudices" on the above question. I hold no brief for the Government and I hold no brief "agin the Government." I think the recent legislation about bamboo scaffolding is "straining at a gnat and swallowing a camel," the "camel" in this case being represented by the many shallow lakes which have been formed by the Government or under Government orders in the neighbourhood of Yaumati, and which at a very small cost could be easily drained into existing nullahs. On the other hand it is clear the public has no working belief in the value of keeping down mosquitoes, I doubt if more than one man in ten would go a yard out of his way to upset a tin of water and mosquito larvae, but the other nine would be most happy to use the anopheles theory as a stick to beat the Government with. Some years ago I spent a week on the Cap Rock. It was swarming with mosquitoes. Those most interested would not take the trouble to cut out or fill up the very obvious breeding places formed by natural pools on the rock. It is I think about twelve months ago that a raid was made by officers of the Sanitary Board on mosquito-breeding places, and many of the offenders were among those whom I believe your correspondent "Q" would class as "leading citizens" rather than "ignorant villagers."

The proposals recently brought before the Legislative Council were in themselves so vague that it is as easy to agree as to disagree with them, but the discussion and comment which followed has cleared matters up somewhat. It appears to be thought desirable to change the name and enlarge the membership of the Sanitary Board, and I see no great objection or advantage in either, but it is not clear that this would in any way improve the inspection and control of food or diminish the number of flies and mosquitoes. It appears to be thought that the work of the Sanitary Board should be extended to the New Territory. If people wish to live out in the country, they should surely be expected to dispose of their own rubbish, sweep their own streets and kill their own mosquitoes. It seems a most extravagant proposal that Inspectors should be sent round the outlying houses and villages in the New Territory to attend to these matters.

The water supply is then dealt with and it is proposed that the new Board should have "complete analytical and bacteriological control of the water supply of the Colony." It has not been made clear what this means. It may mean that the new Board should have its own analyst and bacteriologist and power to stop the supply of any water which does not come up to such standard of purity as it deems necessary. If this is the correct interpretation, there does not seem much wrong with it, but is not so easy a matter to put into practice. There is no hard and fast line between good water and bad water. Pokfulam is a doubtful supply, but if Pokfulam were "scrapped" our chronic state of water shortage would only be accentuated. The history of the Hongkong waterworks shows us almost always behind the times, and this has not always been the fault of the officials. The original Tytam Reservoir was talked of as a "white elephant."

The last point appears to be as to whether or no a Cadet should be head of the Sanitary Department. What the "necessary special qualifications" for such a post are is not stated, and I am not prepared to guess. A man may be a very able doctor and a poor organiser, but it should not be forgotten that the last public enquiry into the matter decided that the Principal Civil Medical Officer should not hold the post. On the other hand the constant changes you mention in your leading article must certainly be a great handicap to the working of any department. My views might be summed up by a well known saying "The Gods help those who help themselves" and by some well known lines:

"For forms of Government let fools contest
What'er is best administered is best."

—Yours faithfully,

L. GIBBS.

### RICKSHAW AND CHAIR FARES.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—With the advent of the taxi-cab and the motor-bus, the unfortunate human beings who have to pull rickshaws and carry people in chairs in order to earn a living are finding the struggle for existence much more difficult than it was a few years ago; and if on top of this difficulty we were to add the higher cost of living, then the lot of these poor fellows must indeed be a hard one.

The H.C.L. does not affect only the rich and the middle class people, as even our poor coolies have now to pay more for their miserable accommodation and their frugal fare of rice, salt fish and vegetables.

My object in writing this letter is to appeal to the C.S.P. to revise immediately the present scandalously low scale of fares, as the time has certainly come to put a stop to the further "sweating" of these poor creatures and I believe that in making this appeal I will have the whole-hearted sympathy and support of every right-minded man and woman in this Colony.

Enclosing my card.—Yours truly,

"LET'S DO THE RIGHT THING."

## INTERESTING APPEAL CASE.

### SEQUEL OF THE PIRACY OF S.S. "TAI LEE."

### APPEAL AGAINST FORFEITURE OF PIRACY BOND.

A very interesting case was opened in the Court of Appellate Jurisdiction yesterday morning before their Honours the acting Chief Justice and the acting Puisne Judge, when the Sze Yap S.S. Company, Ltd., and Li Man Kai and Ng Kin Cho, appealed against the decision of Mr. C. D. Melbourne, sitting as a Magistrate, whereby he ordered on June 17th the Sze Yap Company to forfeit the sum of $5,000, secured by Bond, entered into by them with H.M. the King on the 10th June, 1923, for the observance of the Regulations for the time being in force under the Piracy Prevention Ordinance of 1914.

The appellants asked their Lordships to reverse and rescind this decision upon the ground that it is an Ordinance that cannot be enforced outside the waters of the Colony.

The Hon. Mr. E. G. Alabaster, K.C., and Mr. S. Fitzroy (instructed by Messrs. d'Almada and Remedios) represented the appellants, and Mr. Eldon Potter, K.C., was retained for the Crown, who are the respondents in the case.

The Hon. Mr. Alabaster, opening the case for the appellants, described the case as an appeal against the case stated by the Magistrate who found on three charges: (a) that certain officers on board the s.s. *Tai Lee* did not carry a revolver and 25 rounds of ammunition in accordance with the Regulations; (b) that a grill door leading from the deck to the engine and boiler rooms was not locked at all material times; and (c) that the anti-piracy equipment on the vessel was not readily and easily available for immediate use.

APPELANTS' CONTENTION.

Mr. Alabaster contended that the Anti-Piracy Regulations were *ultra vires* to the laws of the Colony. The Piracy Ordinance related to acts and things done in the Colony, whereas the alleged offences took place outside the waters of the Colony. The Ordinance stated that "No ship shall attempt to leave the waters of the Colony unless the owners have entered into a bond." Section 6 of the Ordinance stated that a bond should be entered into with two sureties approved by the Captain Superintendent of Police in the sum of $5,000; whilst section 17 of the Ordinance gave the Governor in Council power to make Regulations in relation to Section 6.

Their Lordships would observe that this bond was forced upon the owners because, under Section 3 of the Ordinance, if they refused to enter into it they were liable to imprisonment for one year and a fine of $500. He therefore submitted that the Ordinance had to be construed very strictly as there was no question of a voluntary engagement at all.

Mr. Alabaster contended that the Regulations were negatory and therefore could not be enforced. In support of this he referred to the Ordinance of last year in which the boundaries of the Colony were defined. A section of this Ordinance stated that the Colony of Hongkong meant the whole of the area of land and water lying between the following boundaries specified in the section.

Comparing the Anti-Piracy Regulations with the Piracy Ordinance, Mr. Alabaster said they differed from the Ordinance because they imposed Regulations on people who were not within the boundaries of the Colony, whereas the Ordinance clearly stated the words "within the waters of the Colony."

After recapitulating the three Regulations which the owners were charged with breaking, Mr. Alabaster pointed out that the alleged offences took place whilst the ship was in the danger zone. A definition of danger zone was to be obtained from Regulation 21 which defined the danger zone to be all the usual routes by water between Hongkong, Canton, West River ports, Macao, Kwong Chow Wan, Amoy, Hoihow, etc., always providing the danger zone did not exceed 120 miles from the port of Hongkong.

OUTSIDE THE COLONY.

The charges stated that the appellants committed the breaches of the Regulations on January 21st (the date when Captain Willcox was murdered by pirates), at 12.18 a.m., at Wongmoon, a fact of which he hoped their Lordships would take judicial notice. According to a chart which he produced Wongmoon was right in the centre of the Heungshan district, Chinese Territory, and not even on the high seas. Wongmoon was clearly a place outside the Colony and, therefore, he contended that the Legislature did not apply, and still less had it the right to delegate that power to another body—the Executive Council—who framed the Regulations. Quoting from *Dicey*, Mr. Alabaster said it was clearly held there that no Colonial Legislature had the power to legislate outside the territorial waters of the Colony.

His first point would be that the Regulations set up by the Governor in Council were *ultra vires* to the law and also that the Governor in Council had no power to make such Regulations.

He urged that the Legislature had no right to impose obligations outside the Colony and still less to delegate their powers to another body—the Executive body—which had no power to make regulations and thereby deprive the Crown of their special reserved rights of disallowance. His second point was that the regulation under which they were charged was *ultra vires* because it had not received Royal Assent, and his third point was that the regulations were repugnant to the Merchant Shipping Acts. Counsel quoted many cases in support of his contentions.

(*Continued on next Column.*)

## ALLEGED WRONGFUL SERVICE OF WRIT.

### APPEAL DISMISSED.

In the Court of Appellate Jurisdiction yesterday the appeal of Messrs. Cary and Co., of Canton against a decision of Mr. Justice Gompertz, which was heard on the previous day, was dismissed.

Mr. Justice Gompertz said that he had little to add to what he had said in the Court below. He was satisfied that the appearance of Mr. Silva on behalf of the firm was regular and not void. It was possible, as Mr. Potter had said that Clause 41 of the Code applied but he did not base his decision on that. The appeal must be dismissed.

Mr. Justice Dyer Ball concurred.

## EUROPEAN LADY ROBBED.

### SPEEDY CAPTURE OF "YOUNG SCOUNDREL."

The story of a robbery on shipboard, in which a hand-bag containing $90 was snatched from a European lady, was told to Mr. R. E. Lindsell at the Central Magistracy, yesterday.

Miss A. H. Skinner, a resident at the Helena May Institute, giving evidence, said that when the s.s. *Kwongsai*, on which she was a passenger from Canton, arrived here early on yesterday morning, the hour was unsuitable for her go shore so she lay in a chair on deck. Her hand-bag was suddenly wrenched from her grasp, and she saw a male figure disappearing.

Later, when she was at the Helena May Institute, she received a telephone message from a female Chinese fellow passenger on the *Kwongsai*, saying that the thief been caught, with the bag and its contents intact. It appeared that he was the son of a watchman on the ship.

The delinquent's father told the Magistrate that he was unable the keep the lad under control, and remarking that his own father said he was a young scoundrel, His Worship passed sentence of three months' hard labour.

Mr. Fitzroy argued the case on the point that a pirate is a person who satisfies his greed by robbery or murder in a place *beyond* the jurisdiction of any state. Counsel quoted cases in support of that view and said this definition naturally meant robbery on the high seas. The place where the attack in this case happened was in a small river connecting two portions of the Canton River. It was occupied Chinese territory and it was utterly impossible for a piracy to take place there. An attack on a boat took place, but it was not piracy. He would submit that the regulations could not apply where a piracy was impossible.

RESPONDENTS' CASE.

Mr. Potter, in the course of his speech for the respondents, argued that a Colonial Legislature in its own territory was as powerful as the Home Government. It had been contended that the regulation was *ultra vires* because it had not been assented to by the Sovereign. But it was not to be forgotten that His Majesty had assented to the Ordinance which contained the section which gave the Executive Council the powers to make the Anti-Piracy Regulations so that how they became *ultra vires* because they had not the King's assent he failed to see. The Colonial Government was all powerful in its own sphere.

Quoting authority and cases, Counsel submitted that if it was the law that a Colonial Government was entitled to prevent an alien going out or coming into a colony the Government was clearly entitled to pass an ordinance such as the Piracy Prevention Ordinance which prohibited ships making certain voyages, except under certain circumstance. If they so desired the Government could prevent any ship using the port of Hongkong as a starting point for a voyage to any of the ports mentioned in the Piracy Prevention Ordinance. And if they could absolutely prohibit they could also permit such voyages on certain terms.

The shipowners were told by the Government: "If you want to trade with Macao you have got to enter into a civil contract with us to do certain things." Such a contract could be enforced in the Colony and the only point the Court had to decide was whether such bond was enforceable in this case. He submitted that it was enforceable. It was open to shipowners to make a contract of this sort with the Government without any Ordinance at all.

Counsel pointed out that the appellants had not argued that the Ordinance was against the peace, order and good government of the Colony. He would therefore show that such an ordinance was for the peace, order and good government of the Colony. The Government could prohibit, and in this case they had prohibited, voyages except on certain terms.

He went on to say that the Piracy Ordinance did not say that ships using the Canton river or going to Haiphong were committing an offence by not complying with certain regulations but it did say that, first of all, if purported to deal with people within the Government's jurisdiction. Mr. Fitzroy had said that under Section 3 a shipowner living in New York could be held responsible for acts committed in Hongkong. He did not agree. The Ordinance dealt with people within the jurisdiction; it dealt only with owners, charterers or agents who were in the Colony and came within territorial legislation.

The Government merely compelled owners to enter into a bond which they were perfectly competent to enter into with the Government.

Mr. Potter had not concluded his argument when the Court rose for the day.

## U.S. SUBJECT SENT TO GAOL.

### WICKERSHAN TRIAL COMES TO AN END.

### FOUR MONTHS' HARD LABOUR.

The long drawn out case which has come to be known as the "Wickersham Trial" came to its conclusion yesterday afternoon at the Central Magistracy, when David Belknap Wickersham, an American subject, of, 2, Tramway Path, was sent to prison with hard labour for four months by Mr. R. E. Lindsell.

The charge against him was one of publishing, or concurring in the publication of, a false statement in connection with the American Asiatic Commercial Company.

All the evidence having been disposed of at the last hearing, His Worship yesterday listened to the addresses of Counsel.

Mr. N. I. Brewer, opening his speech for the defence, touched upon what he described as "the illegal character" of the search at Tramway Path. He alluded to the granting of the search warrant by the Magistrate on the information of the witness Lai. One or two questions, said Mr. Brewer, would have shown that Lai was not defrauded, and was the only complainant, the other conspirators appearing later. The warrant, Mr. Brewer declared, was illegal. There was an excuse for the police, who were merely obeying orders, but what excuse was there for Lai? Lai took active part in the search and advised the police in their selection of documents. Everything likely to damage the accused had been produced against him by the prosecution, and everything calculated to be to his advantage had been suppressed.

Continuing, Mr. Brewer likened Mr. Nihill's construction of a letter from the defendant to Mr. and Mrs. Shoffer, read out in Court at a previous hearing, to the ingenuity of Mr. Serjeant Buzfuz in "The Pickwick Papers," who gave a "damning significance" to an innocent allusion to "chops and tomato-sauce." Next Counsel proceeded to impugn the evidence of certain witnesses for the prosecution, whom he alluded to as "the conspirators." The Chinese who testified that defendant had shown them photographs in Hongkong in May, at which time, Mr. Brewer submitted, these were in Bangkok, were guilty of brazen perjury. Finally, Counsel quoted several legal precedents, whereby he submitted that no criminal case lay against his client. He could not, Mr. Brewer contended, even be held to be subject to a civil action.

Mr. J. H. B. Nihill, at the outset of his address for the prosecution, submitted that a material false statement had been made, and that the defendant had either made it or concurred in it. On the defendant's own admission he had concurred in something which he realized was not actually true. Counsel said he did not wish at that time to argue the illegality or otherwise of the search or the warrant, but he read a legal authority which stated that the police could call on private persons to assist them in cases where circumstances warranted it.

Describing Mr. Shoffer's evidence as "poison gas to cloud the real issue which they had to try," Counsel asked His Worship to disregard every word which Mr. Shoffer had said. The latter's statement that the report to the police about morphine had been made before Mr. Rohn's return from Bangkok, and before a certain interview in the office, had been contradicted by the evidence of his own wife.

The application for land had been made, said Mr. Nihill, one month or two months before Rohn ever came on the scene at all. With regard to the whereabouts of the photographs in May, there was a clash between the evidence of witnesses for the Crown and witnesses for the defence, and Counsel submitted that that of the former was deserving of the great credence. With regard to the defendant's letter to Mr. and Mrs. Shoffer, it was written throughout with the intention of defrauding the shareholders of the company.

His Worship said that he found the charge brought against the defendant proved.

Immediately Mr. Brewer interposed on a point of demurrer. The case, he submitted was one which could not be tried summarily.

A legal discussion, in which both Counsel and the Magistrate joined, ensued; and finally His Worship said that he was not prepared to give a decision on Mr. Brewer's legal point without hearing it argued. He would, therefore suspend the sentence which he had been about to record, and would hear Counsel's arguments next Tuesday afternoon.

Mr. Nihill said that he opposed bail.

His Worship replied that he would not deny bail, but would increase the amount to $5,000.

Mr. Brewer then said that, by request of his client, he would withdraw the legal objection he had made, since he did not feel himself able to prove his point.

Accepting Mr. Brewer's withdrawal, the Magistrate thereupon passed sentence of four months' hard labour.

## REVOLVER MISHAP.

### MAN'S CURIOSITY LEADS TO WOUNDED LEG.

In the early hours of yesterday morning an officer of the Chinese Army, who was with a male and female companion in a club in Kennedy Town, placed his revolver on a table for greater comfort.

The other man picked the weapon up, and began to examine it. The owner, realizing that it was being handled clumsily, attempted to regain it. A friendly struggle follow, in the course of which the revolver went off, wounding the officer's male friend in the leg. He is now in the Government Civil Hospital.


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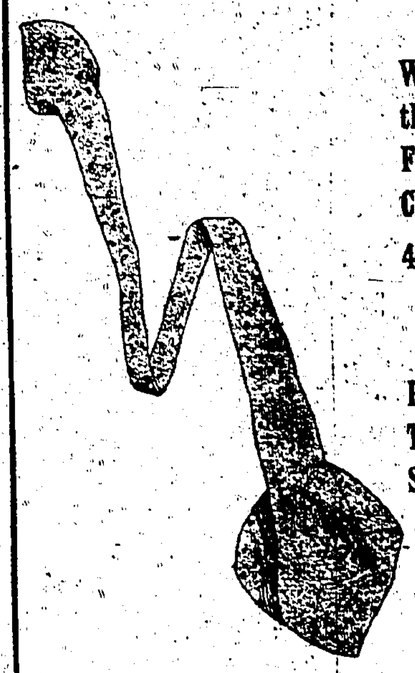

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## NEW ADVERTISEMENTS

### NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM NEW YORK VIA MANILA.

CONSIGNEES per Company's Steamer "ATREUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 2nd September.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and NOON within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 8th September, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd September, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 2nd September, 1924. [1217

### NOTICE TO CONSIGNEES.

ELLERMAN LINE.

FROM UNITED KINGDOM AND CONTINENT.

THE Steamship "CITY OF GLASGOW" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 8th September, 1924, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 15th September, 1924, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon within the free storage period of one week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
THE BANK LINE, LTD.,
General Agents.

Hongkong, September 2nd, 1924. [1218

### THE EAST ASIATIC CO., LTD., COPENHAGEN.

THE M/S "ASIA" having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th of September, 1924, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined by Messrs. Anderson & Ashe on the 8th of September, 1924, at 10 a.m.

All Claims against the Vessel must be presented to the Undersigned before the 11th of September, 1924, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JOHN MANNERS & CO., LTD.,
Agents.

Hongkong, 31st August, 1924. [1210

### NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "PESHAWUR"

ARRIVED HONGKONG ON 29TH AUGUST, 1924.

FROM ANTWERP, LONDON, MALTA, PORTSAID, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless Instructions have been given to the contrary Six hours before Arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M., on Mondays and Thursdays.

All Claims must be presented within Ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.

Hongkong, 30th August, 1924. [1209

### THE HONGKONG GENERAL CHAMBER OF COMMERCE.

CHINESE LANGUAGE SCHOOL.

THE NEXT SESSION opens on MONDAY, SEPTEMBER 8TH, at 1.15 o'CLOCK.

If sufficient support is forthcoming, a New Class for Beginners will be commenced. Intending students should attend at the School (Masonic Building, Icehouse Street) on MONDAY, 1st SEPTEMBER, WEDNESDAY, 3rd SEPTEMBER, or FRIDAY, 5TH SEPTEMBER, between 1 and 2.30 P.M. to discuss details with the Director of Studies, the Rev. Dr. T. W. PEARCE, O.B.E.

By Order,
M. F. KEY,
Acting Secretary.

Hongkong, 29th August, 1924. [1206

## INTIMATONS

### HONGKONG JOCKEY CLUB.

DRAFT Programmes and Entry Forms for the FIFTH EXTRA RACE MEETING to be held on SATURDAY, 11TH, and MONDAY, 13TH OCTOBER, 1924 (weather permitting), may be obtained at the RACE COURSE, HONGKONG CLUB and CAUSEWAY BAY STABLES.

Entries Close on 27th September, 1924. [1195

### HONGKONG REALTY AND TRUST CO., LTD.

NOTICE IS HEREBY GIVEN that the FIRST ORDINARY YEARLY MEETING of SHAREHOLDERS of HONGKONG REALTY AND TRUST COMPANY, LIMITED, will be held at the HONGKONG HOTEL, Pedder Street, Hongkong, on WEDNESDAY, THE 10TH DAY OF SEPTEMBER, 1924, at 12 o'CLOCK NOON, for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the Fifteen Months ended the 30th June, 1924; confirming the appointment of Directors, and re-electing Directors and the Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 3rd of September, 1924, until WEDNESDAY, the 10th day of September, 1924, both days inclusive.

By Order of the Board,
PERCY H. SUCKLING,
Acting Secretary.

Hongkong, 28th August, 1924. [1201

### NOTICE.

HONGKONG SHAREBROKERS' ASSOCIATION.

THE following are Members of the above Association:—

| | |
|---|---|
| A. H. CARROLL. | J. F. GROSZ |
| M. A. RAZACK | V. YVANOVICH |
| J. W. KEW. | A. P. GREAVES. |
| W. J. CARROLL | H. M. H. ESMAIL. |
| O. KITCHELL | SEU KON CHI |
| YIP YUNG PAK | HARRY O. ODELL |
| F. M. L. SOARES | SOO PZI SHAO |
| H. E. EDWARDS. | |

By Order of the Committee,
J. W. KEW,
Secretary.

Hongkong, 12th May, 1924. [774

### NOTICE.

HONGKONG STOCK EXCHANGE.

THE following are Members of the above Exchange:—

| | |
|---|---|
| ABRAHAM, EZRA. | LAMMERT, H. A. |
| ALVES, A. A. | LOGAN, W. |
| BAGRAM, J. T. | MATHESON, R. T. |
| BENJAMIN, V. | NISSIM, A. |
| BIRKETT, H. | PERRY, I. S. |
| COX, M. J. | PESTONJI, R. |
| CROUCHER, N. V. A. | POTTS, GEO. H. |
| ELLIS, F. M. | POTTS, P. C. |
| GOULD, J. | RAYMOND, E. M. |
| GUTTERRES, A. A. | SILVA, P. M. N. da |
| KEW, FRED. | SMYTH, F. R. |
| LAMMERT, GEO. P. | TESTER, P. |

By Order of the Committee,
A. NISSIM,
Secretary.

Hongkong, 6th May, 1924. [775

### OFFICES TO LET.

TO LET.—OFFICES on TOP FLOOR, No. 14, PEDDER STREET.

For particulars, apply—
PROPERTY OFFICE,
JARDINE, MATHESON & Co., LTD.

1196]

### PRINCE LINE FAR EAST SERVICE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship "GOTHIC PRINCE" having arrived from the above Port on 28th instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, 3rd September, 1924, at 10 A.M.

All Claims must be presented within 15 days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th September, 1924, will be subject to Rent.

Consignees of Cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
FURNESS (FAR EAST), LTD.,
2nd Floor, King's Building,
Connaught Road, Hongkong.
Telephone No. 3165.

Hongkong, 29th August, 1924. [1197

### THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "SARDINIA" Capt. O. SIGGERS, R.N.R., carrying His Majesty's Mails, will be despatched from this Port on or about THURSDAY, the 4TH SEPTEMBER, 1924, at NOON, taking Passengers and Cargo for the above Ports.

Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 5 P.M., the Day before Sailing. The contents and value of all packages must be declared.

For further particulars apply to—
MACKINNON, MACKENZIE & CO.,
Agents.

Hongkong, 30th August, 1924. [1202

## INTIMATIONS

### HONGKONG JOCKEY CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Club will be held in the Board Room of Messrs. JARDINE, MATHESON & Co., LTD., on FRIDAY, SEPTEMBER 5TH, 1924, at 5.30 P.M., for the purpose of confirming the Resolutions passed at an Extraordinary General Meeting held on 14th August.

By Order,
C. B. BROWN,
Secretary.

Hongkong, August 26th, 1924. [1184

### HONGKONG CLUB.

NOTICE.

THE FOURTH YEARLY DRAWING of 20 DEBENTURES (1920 Issue—$500 each) of the HONGKONG CLUB, Payable on TUESDAY, the 30TH SEPTEMBER, 1924, will be held in the CLUB HOUSE at 11 o'CLOCK A.M., on MONDAY, the 8TH SEPTEMBER, 1924. Bearers of Debentures are invited to attend the Drawing.

By Order,
T. A. ROBERTSON, LT.-COL.,
Secretary.

Hongkong, 28th August, 1924. [1191

### DOUGLAS STEAMSHIP COMPANY, LIMITED.

TICKETS will be issued for ROUND TRIPS during the Months of JULY TO SEPTEMBER, from HONGKONG to FOOCHOW (Pagoda Anchorage) and Return, Calling at SWATOW and AMOY on both the Upward and Downward Voyage, by the Company's New, Fast, Well-appointed Steamer "HAI-NING" at the Reduced Rate of $80, for the Round Voyage, including Meals while the Steamer is in Port.

These Special Tickets will be available for Return ONLY by this Steamer, either by the Voyage for which it is issued or by her following Sailing from Foochow. Duration of Stay at Foochow—48 hours.

The Trip occupies 8 to 9 days and the Steamer will Leave HONGKONG from the Company's Wharf at 5 p.m., Arriving at Daylight on her Return (Weather permitting).

The Company's Steam Launch will convey passengers from PAGODA ANCHORAGE to FOOCHOW CITY, if required.

For further Particulars and Dates of Sailing, Apply to
DOUGLAS LAPRAIK & Co.,
General Managers,
DOUGLAS STEAMSHIP Co., LTD.

Hongkong, 17th June, 1924. [908

G. R.

### PUBLIC AUCTION.

THE Undersigned have received instructions To Sell by Public Auction on TUESDAY, WEDNESDAY & THURSDAY, the 2ND, 3RD and 4TH SEPTEMBER, 1924, at H.M. NAVAL YARD, Hongkong and at KOWLOON NAVAL DEPOT, Commencing Each Day at 9.30 A.M. with an Interval from 12 NOON to 1.30 P.M.

OLD AND SURPLUS NAVAL STORES, &c.

Comprising:—

Ironmongery, Dinghies, Whalers, Cutters, Gigs, Electrical and Wireless Telegraphy Fittings, Electric Cable, Cooking Stoves, Ships' Fittings, Iron Beds, Mattresses and Fittings, Life Rafts, Carpets, Rugs, Mats, Pillows, Counterpanes, Blankets, Sheets, Canvas, India Rubber and Metallic Hoses, Old Cordage, Canvas Rags, Old India Rubber, Old Leather, Old Woollen and Linen Rags, Old Asbestos, Old Cork, Old Iron and Steel, Old Brass, Copper, Lead, Zinc and Gun Metal, Copper and Brass Tubes, Coal Sacks, Wood and Iron Blocks, Lamps and Lanterns, Gauges, Steel Tubes, Old Steel Wire Rope, Mineral Oil, Rigging Chain, Chain Cable and Gear, Drilling Machines, Oil, Paint and Paint Ingredients, Lathes, Power Driven Saws Pinnace and Cutter Engines, Eables, Compasses, Clocks, Iron Drums, Old Packing Cases, Dirty Lubricating Oil, Old Casks, Smiths' Forges, Air Compressors, Masts and Spars, Table Fans, Boats Sails, &c., &c.

Lots may be Inspected on MONDAY, the 1ST SEPTEMBER, 1924.

ALSO SALES OF
OLD AND SURPLUS VICTUALLING STORES

at KOWLOON on FRIDAY, 5TH SEPTEMBER, 1924.

Comprising:—

Table Linen, Implements, Serge, Flannel, &c., Remnants, Sundry Articles of Mess and Table Gear and Clothing (including Electro Plated Gear), Condemned Provisions for Poultry Feeding, &c.

Terms of Sale:—As detailed in Catalogue.

HUGHES & BOUGH, LTD.,
By Appointment Auctioneers to the Admiralty.

Hongkong, 26th July, 1924. [1157

THE
CORONET'S
offer to its patrons:
A Great Picture at
Ordinary Prices.
HUMORESQUE
as pathetic as
"The Miracle Man"
as humourous as
"Potash and Perlmutter"
with Special Musical Setting
To-day, at 2.30, 5.15, 7.15 & 9.15.

## INTIMATIONS

# DEWAR'S

## THE SPIRIT OF INSPIRATION.

Inspiration is the source of all things worth while; the charm of literature, the glory of art, the appeal of music and the wonder of science. Inspiration finds expression in many ways but never more happily than in the inspired blending of

## DEWAR'S.

Dewar's "White Label" and "Victoria Vat."

As supplied to the Houses of Lords and Commons.

By Royal Appointment to His Majesty The King.

SOLE AGENTS:

A. S. WATSON & CO., LTD.,

Wine and Spirit Merchants.

ESTABLISHED 1841.

Hongkong Office: 1a, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 3RD, 1924.

## THE WAR CLOUD IN THE NORTH.

THERE is no longer any doubt that the situation in the neighbourhood of Shanghai is one of considerable gravity. Extensive preparations have been made for war and the railway has been cut. Marshal CHI HSIEH-YUAN, the Tuchun of Kiangsu, makes no secret of the fact that the military movement on his part is designed to recover political control of Shanghai, "since this great commercial metropolis of the Republic is geographically part of Kiangsu." But the wish to recover this control is plainly inspired by the desire to expel from Shanghai the "political criminals who have gathered there and plotted to destroy the Republic of China by preventing unification." "How can China be unified," he asks, "if Chekiang and Shanghai are scenes of constant plots against the Government, and if from Chekiang efforts are constantly being made to make the east of China independent from the rest of the country!" Clearly this movement forms part and parcel of the plans of Marshal WU PEI-FU for the unification of China by force. The possibility of uniting the China of to-day by war may well be doubted. The best that can be hoped for is that this very serious threat of war, which is not likely to be confined to two provinces, will persuade the ruling powers in China—in the Capital and in the provinces—to seriously consider whether a more hopeful means of securing the unification of the country cannot be found than by a war which must be carried into half the provinces of China.

A cable to-day conveys a London newspaper suggestion that it is time for some friendly Power to convey a hint to Peking that almost half China's provinces desire autonomy. That is already well known to Peking and the Permanent Constitution of China seems to provide for the fullest measure of provincial autonomy which is consistent with the integrity of the Republic. If there was any possibility of working this constitution there would be some prospect of establishing peace and order in China, but until the provincial rulers seriously set themselves to this task there is plainly no hope of peace. They are constantly thinking of and planning for war. There are indications that a serious clash of arms in Chekiang will not be confined to that one district. The Kiangsu Tuchun's movement, as we have said, is part and parcel of WU PEI-FU's scheme of "unification by force," and if WU PEI-FU moves, there is every likelihood that CHANG TSO-LIN will move also. Military concentrations by both are reported. It has always been expected that CHANG would move to the support of Chekiang if the Tuchun of that province were attacked. The danger of this was said to have operated to avert this inter-provincial clash last year, but WU PEI-FU was recently credited with the opinion that there is little danger now as the great floods in the North would seriously hamper any great military movement by CHANG TSO-LIN outside his own provinces of Manchuria. Present reports describe CHANG's military concentrations as "ostensibly for annual field work." Only time will reveal what they actually portend.

H.E. Liang Shih Yi returned to Hongkong on the *Empress of Canada* from his visit to Europe and the United States.

A Chinese woman has been admitted to the Government Civil Hospital, suffering from injuries to her head, said to have been inflicted by her husband.

Charged with stealing 18 cases of mun sell (a red stone used in making gunpowder) two boatwomen were remanded by Mr. Hamilton at the Kowloon Magistracy yesterday.

Found unclaimed on the s.s. *Andre Lebon*, 4 Luger pistols, seven revolvers, and 2,280 rounds of ammunition have been handed over to the Police by the vessel's captain.

"Spiritualism" will be the subject of this week's public lecture of the Hongkong Lodge of the Theosophical Society, 16, Queen's Road Central, on Wednesday, Sept. 3rd, at 5.45 p.m. All are welcome. —ADVT.

For placing his boat alongside five others lying abreast beside the s.s. *Feng Tee*, in contravention of the regulation that a maximum of five only is allowed, a man was fined $5 by the Marine Magistrate yesterday.

The contract for the superstructure of the new fire station in Des Vœux Road Central has been secured by Messrs. Trollope and Colls with a tender of $855,898. The time allowed for the contract is 18 months.

A correspondent writes complaining of a "horrible nuisance" on what he believes to be Crown land in Coronation Road, Kowloon, and desires the attention of the proper authority to be drawn to it with a view to the prompt removal of the nuisance.

In its obituary notice of the late Mr. A. G. Stephen, the *N.-C. Daily News* says:—"It may not be generally known that Mr. Stephen was an authority on Shakespeare, such as is rarely met with. He could, from memory, place practically any quotation, not only from the well-known plays but also from those less familiar and from the sonnets and other verse. His knowledge generally of English literature both prose and poetry was extraordinarily wide and accurate. He was also a great lover of music though he did not perform himself. He was a good speaker, with no pretentions to oratory, but a fine instinct for the appropriate word and always a dry keen sense of humour." It also says, in illustration of Stephen's breadth of view, that the great Wayfoong building in Shanghai was almost entirely due to his advocacy: left to themselves, the Court of Directors would probably have built something much more modest. Mr. Stephen had great ideas of embellishing the old Bank House in Hongkong. It was due to his influence that the Court of Directors purchased the wonderful collection of Chinnery's drawings and paintings, when they came into the market a few years ago, which now hang in that house.

Among residents who returned to the Colony yesterday on the *Empress of Canada* were Mr. Allan Cameron, Mr. P. D. Sutherland, Mr. and Mrs. R. Farrant, Mr. R. F. Mattingley, Mr. C. S. Gubbay, Mr. and Mrs. A. R. Sutherland and Miss E. Middleton Smith.

The body of an unknown Chinese was found lying dead in the Chan Kang-yue gardens at Ngau Shi Wan, New Territories, on Monday. A piece of cloth was tied round the man's neck. The deceased is believed to have hanged himself from a tree. Near the body was found the broken branch of a tree.

*St. John's Cathedral Notes* express gratitude to Captain Byers for presenting a new flag to be flown on the Cathedral tower. The old one had done its duty for many years, being the first to be flown there, and it had become very ragged. The flag flown on English Churches is the cross of St. George, the Patron Saint of England.

### HONGKONG AND SHANGHAI BANK.

MR. A. H. BARLOW APPOINTED CHIEF MANAGER.

We learn that at a meeting of the Court of Directors, held yesterday, Mr. A. H. Barlow was appointed Chief Manager of the Hongkong and Shanghai Banking Corporation.

Though several able men in the Bank's service can lay claim to seniority, Mr. Barlow has had exceptional experience; and comparative youth, if we may use that expression of a man in the very prime of life, is an obvious recommendation for a post carrying such responsibilities. Speculation on the subject of the appointment during the past few days has clearly indicated that the choice of Mr. Barlow would be generally welcomed with satisfaction and confidence.

### MAJOR ZANNI'S NEW MACHINE ARRIVES.

BROUGHT HERE BY S.S. "PRESIDENT MADDISON."

The s.s. *President Maddison* which arrived here yesterday morning at 11 o'clock had on board a new aeroplane for Major Zanni, the Argentine aviator, who is on a flight round the world. The machine is to be transhipped to Haiphong where Major Zanni is patiently awaiting its arrival.

The new machine is to take the place of the one that was badly damaged when Major Zanni crashed at Haiphong. When Major Zanni set out on his world flight he arranged for a spare machine to be shipped from London to Japan. In this machine he intended to make his flight across the Pacific. The difference between this machine and the machine which crashed is that the former is fitted with pontoons whereas the latter was equipped with wheels. This also means that Major Zanni will now probably make Hongkong his next stopping place instead of Canton, and provided that the new machine proves satisfactory he should be expected to arrive at Hongkong within a week or ten days.

### OBITUARY.

MR. C. S. BARFF.

Mr. Charles Barff on August 29th passed away at the Victoria Nursing Home, Shanghai after a brief illness.

Mr. Barff was born at Patras, in Greece, on August 14th, 1863, his father being British Vice-Consul in that city. He came out to Hongkong when quite a child, returning to England for his education, at Shoreham school. He began his business career in the office of Messrs. Butterfield & Swire at Hongkong, afterwards being with Messrs. Gibb, Livingston & Co. in Hongkong, Foochow and Shanghai. He then became a sharebroker, and was one of the oldest members of the Shanghai Stock Exchange.

In his youth, Mr. Barff was very prominent in sport, particularly cricket. He was a member of Hongkong interport teams against Singapore and Shanghai, and he also played for Shanghai against Hongkong upon coming to reside there, and in all these matches proved his value as an excellent fast bowler. Every racing man knows Mr. Barff's keen interest in the sport. In partnership with Mr. Toeg, he won several important races, and in his own ownership won the Champions two or three times with Moriak, in some famous duels with the renowned Brockton.

The deceased leaves a widow, son and daughter, all at present in Shanghai, and very sincere sympathy will be extended to them.

### TYPHOID CASES.

The total number of cases of typhoid notified to the Medical Officer of Health last week was 6—4 in Victoria, 1 in Kowloon and 1 in the New Territory. Two were imported cases. The nationality of the patients was as follows:—1 British, 1 Portuguese, 4 Chinese.

Four cases of typhoid were notified to the Medical Officer of Health on the 1st inst.—2 British and 2 Chinese.

# CABLES.

*LATEST CABLES.*

[THROUGH REUTER'S AGENCY.]

## THE LEAGUE.

### NEW ASSEMBLY PRESIDENT.

### LONDON AGREEMENT APPROVED.

GENEVA, September 1st.

M. Motta, of Switzerland, amid prolonged applause, was elected President of the Assembly of the League by 45 out of 47 States voting.

M. Hymans lauded the settlement of the reparations question at the London conference, as ushering in a period of peace, train quillity and progress, but referring to the disarmament question he said the very serious problem of security remained. Europe would be unable to live in a state of insecurity. Peace must be built upon firm legal and political foundations. All eyes were turned to the League in the hope that it would find a solution. The presence of M. Herriot and Mr. MacDonald testified to the growing importance of the League.

### MR. MACDONALD'S CONFIDENCE.

LATER.

Mr. MacDonald has left for Geneva. A huge crowd was at Victoria Station. Mr. MacDonald, conversing with Pressmen on the platform, said he felt most keenly the tremendous importance of the League. He was not going to Geneva to make speeches, although he would have something to say. He was trying by his presence at Geneva to demonstrate his confidence in the power of the League to do good work. He was most anxious that every nation should send the strongest delegation possible.

## FIGHTING IN MOROCCO.

### TROOPS FROM SPAIN.

### SITUATION GRAVE.

MADRID, September 2nd.

The seriousness of the position in Morocco is emphasised in an official communique describing heavy fighting consequent on persistent violent attacks on Spanish communications in the western zne. It says that great forces must be employed; consequently eight battalions are being sent immediately from Spain. The situation calls for great coolness and firmness, and the Directory feels compelled more than ever to exercise all its authority both in Spain and Morocco."

GIBRALTAR, September 2nd.

Gunfire in Morocco was audible at Tangier and Gibraltar. Tribesmen in the vicinity of Tangier helped to burn the Tangier-Tetuan mailcar road, which is now closed.

## ENEMIES OF THE SOVIET.

### THE GEORGIAN PLOT.

### A ROYAL LEADER.

Moscow, September 2nd.

An official statement by the Georgian commissars announces that the recent attempt to overthrow the Soviet regime at Georgia was allegedly organised by the Social-Democrats in conjunction with Nationalist organisations, headed by Prince Andronikoff. The rebels occupied the town of Ashiatoury, in the district of Koutais, but were driven out and defeated, and the ringleaders arrested.

## WRANGEL ISLAND.

### ARMED SOVIET EXPEDITION.

OTTAWA, September 2nd.

The Canada Government has advised the Colonial Office respecting the reported mission of an armed Soviet vessel, the *Red October*, to Wrangel Island with a company of infantry to take the island and seize the men left there last year by Harold Noice after his expedition to rescue the survivors of the Stefansson adventure. It is believed here that the right to possess the Island will be finally adjudicated by the League of Nations.

## THE RED ARMY.

### A DENIAL.

Moscow, September 2nd.

The report of a general mobilisation of the Red Army, directed against Poland and Rumania, is denied.

*EARLIER CABLES.*

## LONDON AGREEMENT.

### BRITISH TRADE UNIONIST OPINION.

### CONGRESS IN LONDON.

LONDON, September 1st.

At the Trade Union Congress, Mr. Cook, secretary of the Miners' Federation, said he had received a telegram from the French miners strongly protesting against the Dawes scheme and its effect on the German workers.

Mr. Marchbank, a railwayman, said he hoped an opportunity would be given to discuss the Dawes report, which he said was designed to benefit international capitalism and ruin the working-class movement.

Mr. Pollitt, a boilermaker, in an impassioned speech demanded that the trade union movement should control the policy of the Labour Government. The congress should emphatically repudiate the threat to introduce the Emergency Powers Act in trade union disputes, and denounce the Dawes report, which made war inevitable.

Mr. Robert Smillie, on behalf of the executive, while not denying the right of the congress to criticise the Government's policy, defended the latter and said the Dawes agreement was in the best interests of the workers both in Britain and in Germany.

That portion of the council's report declaring it was not the function of the congress to enlarge upon the Labour Government legislation, was carried by a large majority, despite an attack made on it by the Communist section. The congress was then adjourned.

### REICHSTAG DIFFICULTIES.

### PARTIES AT VARIANCE.

BERLIN, September 1st.

A difficult domestic situation will confront the Reichstag on its re-assembly on October 15th, for it must immediately decide whether the Cabinet will lose its present slight dmocratic tincture and become distinctly reactionary, as the result of the bargain to secure Nationalist support in the adoption of the Dawes Bills, under which the Centre and Peoples parties were pledged to help the Nationalists into the Cabinet.

A pretty squabble is now proceeding, for while the Nationalists claim that their action secured the adoption of the Dawes Bills, the Democrats and Socialists point out that the Nationalists voted solidly against the Bills requiring a simple majority, while fifty-four Nationalists, including the leaders Hergt and Westarp, voted against the Railway Bill, and only forty-eight for. If the Nationalists be admitted to the Cabinet, their numbers will give them a dominating influence, and a claim to the Chancellorship with consequent power to wreck the plan, which they have consistently opposed. Hence the Democrats and Socialists are working for a dissolution and election, which they are convinced will enormously increase their strength in the Reichstag.

### REPARATIONS AND THE RUHR.

### GERMANY PAYS AN INSTALMENT.

PARIS, September 1st.

Various stags fixed for the re-establishment of German economic sovereignty in the Ruhr will be calculated from to-day, as the result of a meeting of the Reparations Commission officially registering the promulgation of the German Dawes laws.

A Berlin message reports that the Minister of Finance, Herr Luther, stated that Germany to-day has paid the Reichsbank to the account of the Agent General for Reparations, twenty million gold marks, being the first instalment for service of the impending German International Loan.

## CO-OPERATIVE CONGRESS.

### AN INTERNATIONAL BANK.

GHENT, September 1st.

The opening of the eleventh International Co-Operative Congress was attended by five hundred representatives from all the European countries. Heer Goedhart, of Holland, the chairman, appealed to all the peoples of the world for an extension of co-operative institutions.

It was announced that a meeting was to be held in Rome for the purpose of creating a great international Co-Operative bank with a view to fighting high finance, with its anti-co-operative tendencies.

## A BELGIAN LOAN.

### FLOTATION IN AMERICA.

BRUSSELS, September 1st.

The Belgian Government has arranged for a six and a half per cent. loan of thirty million dollars in the United States, redeemable in twenty-five years. It is stated the money will be utilised for withdrawing the Treasury Bonds for withdrawning the Treasury Bonds issued in the United States in 1920.

NEW YORK, September 1st.

A syndicate headed by Morgans is offering thirty million dollars Belgian Gold Bonds, mentioned earlier in a Bruessels message, at a price of 94.

## THE WORLD'S SPORT.

### HOME CRICKET.

### YORKSHIRE AGAIN ON TOP.

LONDON, September 1st.

Yorkshire has won the county cricket championship for the third year in succession, beating Sussex at Brighton to-day by an innings and 110 runs.

Sussex scored 60, Kilner taking 5 for 18, and then 83, Kilner taking 7 for 37. Yorkshire compiled 253 for 9, declared, Holmes contributing 88.

SOUTH AFRICA v. WORCESTER.

The match between Worcestershire and the South Africans opened at Worcester in dull weather, on an easy wicket, before a fair attendance. The South Africans scored 276, Root taking 5 for 83. Worcester replied with 161, Meiintjes taking 3 for 38, Carter 3 for 44, and Pegler 3 for 21.

### HOME FOOTBALL.

### ENGLISH LEAGUE.

LONDON, September 1st.

FIRST DIVISION.

Arsenal, 1; Manchester City, 0.
Aston Villa, 3; Bury 3.
Blackburn, 1; Newcastle, 1.
Bolton, 1; West Bromwich A. 1.
Cardiff, 1; Sheffield United, 1.
Notts County, 1; Leeds, 0.

### AMERICAN TENNIS CHAMPIONSHIP.

TILDEN IN FINAL.

FOREST (HILL), September 1st.

In the semi-finals of the American singles lawn tennis championship, Johnston beat G. L. Patterson, 6-2, 6-0, 6-0.

LATER.

In the other semi-final, Tilden beat Vincent Richards, 4-6, 6-2, 8-6, 4-6, 6-4.

### INTERNATIONAL RACING.

FRENCH CRACK BEATEN IN AMERICA.

BELMONT PARK (Long Island), September 1st.

In the presence of the Prince of Wales and 50,000 others the first international race resulted in Wise Counsellor coming first; Epinard second, and Ladkin third. Time: 1min. 11.4-5secs.

The track was very fast. Epinard was challenging the winner as he passed the winning post only half a length ahead.

*LATEST CABLES.*

*[REUTER'S AMERICAN SERVICE.]*

## MEXICAN AFFAIRS.

### GENERAL OBREGON'S VIEWS OF CUMMIN'S INCIDENT.

MEXICO CITY, September 2nd.

In a final address to Congress as President of Mexico, before handing the government to General Calls, General Obregon vigorously attacked the policy of Britain in connection with the suspension of diplomatic relations and the expulsion of Mr. Cummins. He declared that Mr. Cummins did not possess any diplomatic or official position but administration had been given to him for personal considerations, despite the fact that he mixed in political affairs, from which foreigners were absolutely barred. Cummins' attitude towards the Mexican Government from the beginnin of 1922 was one of "offensive dignity." General Obregon alleged that Cummins sent exaggerated reports of the Mexican revolt to London and encouraged British subjects to Mexico to make "impertinent representations." He was preparing the facts of the scandalous incident in order to halt Sir Thomas Hohler's voyage to Mexico. The attempted expulsion of Mr. Cummins was not due to his representations on behalf of British subjects in Mexico, but his discourteous attitude towards the Mexican Government.

*EARLIER CABLES.*

## PRESIDENTIAL CAMPAIGN.

### APPEALS FOR LABOUR SUPPORT.

WASHINGTON, September 1st.

All the Presidential candidates to-day made appeals to the Labour vote. President Coolidge receiving a delegation of Labour leaders at the White House, told them that American wage earners were living better than at any time in the country's history, and enjoyed a greater buying power than any country on earth. He reiterated that he was for a common-sense government, under the American Constitution.

Senator La Follette has broadcast an arraignment of both the older parties, for evils which he claims have grown up under their administration.

Mr. Davis, addressing trade unionists at Wheeling, West Virginia, urged his hearers to help to bring the country to her rightful place in the councils of humanity.

## FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

### NORTHERN WAR RUMOURS.

### PROVINCES AND AUTONOMY.

LONDON, September 2nd.

The *Westminster Gazette* thinks it is time some friendly Power conveyed a hint to Peking that almost half of China's provinces desire autonomy. A vast and unwieldy republic cannot forever suppress the reasonable aspirations of the people and federation would be the logical development. Certainly the Powers are placed in a difficulty, not only on account of the risks to their nationals and the threats to their trade, but by being compelled to treat as a unity a collection of provinces which are willing to go to war about their claims.

The paper says that mere warnings, even supported by warships, are a barren way of dealing with a situation which seems to be passing out of control.

### FRENCH INTERESTS.

PARIS, September 1st.

The authorities have instructed the Rear-Admiral commanding French interests in connection with the threatened civil war in China, after consultation with the French diplomatic representative.

### ITALIAN CRUISER FOR SHANGHAI.

SHANGHAI, September 2nd.

The Italian cruiser *Libia* has been ordered to Shanghai from Tientsin. The Netherlands and Italian Ministers have returned to Peking.

[BY COURTESY OF THE "DAILY BULLETIN."]

### CHI HSIEH YUAN'S FORCES.

SHANGHAI, September 1st.

Marshal Chi Hsieh Yuan's line, which extends from a few miles outside Liuho, on the Yangtsze, to Pingwang, east of the Taihu Lake, is reinforced with modern artillery and machine-guns, while 32 gas-cylinders were seen being transported to the camp outside Soochow yesterday. His position seems strong. Two of his Vickers-Vimy aeroplanes reached Soochow yesterday from Nanking. He has established a temporary air base near Pingwang, and thus he is in easy aerial touch with Nanking. In addition to the foreign pilots he recruited recently in Shanghai, he also possesses, it is reported, half a dozen French pilots.

The only difference between the two armies, who are dressed in the same drab grey, is a red band which each of Chi Hsieh Yuan's men carries on his arm.

A large proportion of the troops of both leaders are Shantung and Chihli men, with no ties of provincial patriotism except that induced by their pay.

### RUMOUR REGARDING A TSANG MOVEMENT.

SHANGHAI, September 1st.

The Chinese Press states that a Chekiang General reports that General Tsang Chi Ping has crossed the Anhui border, and has reached Kuangtehfu, but foreign official and official telegrams do not confirm this.

### INDUSTRIAL CONFERENCE IN PEKING.

PEKING, September 1st.

Upwards of 100 delegates were present at the opening of the Industrial Conference at the Ministry of Commerce, this morning.

Dr. W. W. Yen acted as president, and Dr. Wellington Koo represented President Tsao Kun.

Dr. Wellington Koo, in the course of a speech, expressed a hope that the Conference would be the means of improving commerce and industry.

Dr. W. W. Yen, who welcomed the delegates, delivered a speech, in the course of which he covered a wide range of subjects. He dealt with various aspects of trade which could be improved.

The Shanghai delegates, Li Hsi Mai and Mu Ao Chu, replying, said that appreciated the action of the Government in arranging the conference.

### EARTHQUAKE ANNIVERSARY IN JAPAN.

TOKYO, September 1st.

The ringing of bells and temple gongs, blowing of whistles and a general suspension of business and traffic throughout the city for one minute this morning marked the hour of 11.58, at which time last year Japan was visited by the most stupendous calamity in her history.

The first anniversary was being duly observed all day long as a memorial service for the dead, chief of which was that held in the presence of 100,000 persons, including representatives of the Imperial Family, members of the Cabinet and other notabilities, on the site of the former army clothing depot in the Honjo ward, where 1,000 lost their lives last year. This service was held under the auspices of the Mayor of Tokyo and the Municipality, after which it was followed by two others according to Buddhist and Shinto rites, respectively. Services were held elsewhere to commemorate those who perished in the river Sumida and otherwise.

### JAPAN'S GRATITUDE FOR HELP.

At Yokohama this morning, Bishop Heaslett conducted a representatively attended service in memory of the stricken members of the foreign communities, while at Kobe former Yokohama residents passed a resolution tendering to the Kobe residents their gratitude for their generous succour and refuge at the time of their distress.

The day was generally observed as a holiday, but without music and without the opening of pleasure and amusement resorts.

The Press devoted its whole space to reminiscences of September 1st last year.

Addressing those assembled this morning for the service, Mayor Nagata specially laid stress upon Japan's gratitude for the assistance rendered from abroad last year, and he called on all to remember that assistance in their observance of the anniversary.

### CHINA AND THE LEAGUE.

### PROPOSED WITHDRAWAL.

PEKING, September 1st.

The motion submitted by a group of members in the House of Representatives on August 23rd, demanding the withdrawal of China from the League of Nations unless China is again given a seat on the Council of the League at the forthcoming meeting of the League of Nations, was carried in the Lower House to-day.

[THROUGH REUTER'S AGENCY.]

### SIX VICE-PRESIDENTS.

The Assembly elected six vice-presidents: M. Bourgeois, Lord Parmoor, Senor Salandra, Mr. Urrutia, M. Skrzynski and Tang Tsai Jon, the last three representing Colombia, Poland and China respectively.

### CHINA'S POSITION.

There is good ground for believing that China may be given one of the vice-presidentships of the present Assembly of the League, and it is also thought likely that her request for a reduction of her contribution to the expenses of the League from 65 to 35 units will be granted probably with the object of neutralising the clamour from a section of Chinese parliamentary opposition in favour of withdrawal from the League and strengthening the position of Dr. Wellington Koo.

### VISCOUNT LASCELLES ON THE BRITISH LEGION.

Addressing a mass meeting of the representatives of the British Legion at Middlesbrough on July 26th, Viscount Lascelles said he had been asked to say a few words on the political activities of the Legion. By that he did not mean in any sense party politics. He could not too firmly impress on them that any action of the British Legion which might tend to carry it into the realm of party politics would be very much regretted. But the Legion had its political activities. It was mainly responsible for securing valuable concessions to ex-Service men.

After every war, added Viscount Lascelles, there had been a portion of men who were inclined to rest on their laurels, which they thought they had won in the war. That was not the policy the British Legion encouraged. Every man who could be active was encouraged to be so.

## CHINA INDEMNITY BILL.

### WHAT SHOULD BE ITS PURPOSE?

The thing that matters about the China Indemnity (Application) Bill, says the *China Express and Telegraph*, is not whether it is passed, but whether, ever since the decision to remit the Boxer Indemnity was made by Mr. Bonar Law, in December, 1922, the right use is found for the Indemnity Fund. Whether the Bill gets through before or after the recess is of little practical importance, since nothing essential could be done in the matter before Parliament reassembles. The immediate question, however, and one of the highest importance, is whether the Bill in its present state—that is, as partially amended—is likely to secure the right use of the Indemnity Fund, and whether this will be recognised by the intended beneficiaries, the Chinese. Failing either of these conditions, the money—for all the good it would do—might as well be poured into the Yangtsze. Instead of promoting friendly relations between China and Great Britain, it would engender suspicion and impair British prestige in China.

As at present amended, the purposes of the Bill are defined as being "educational or other." An instructed and growing opinion in the House is determined to take a division on the issue whether the purposes shall not be amended to "educational or cultural." The reasons for the proposed amendment have been thus summarised in a memorandum circulated to Labour members:—

That this will be the expenditure most useful to China; that no other course would produce a good effect on influential Chinese opinion; that the interests of Great Britain which are to be considered can only be secured by winning the goodwill of the Chinese; that any other course would contrast altogether too unfavourably with the action of America, which long ago devoted all that remained of the American share of the Boxer Indemnity to Chinese education; finally, that the arguments alleged in favour of other courses all have a corrupt motive—*i.e.*, are designed for the purpose of securing private profit through Government action.

Those who earnestly desire to promote Anglo-Chinese goodwill and know anything of Chinese mentality know also that if the Bill passes as it stands, the Chinese will inevitably believe that the word "educational" is a mere device to cover some sinister objective. From their past experience of Western nations, who could say that such an inference was unreasonable? Any attempt to promote goodwill is doomed the moment such a suspicion is roused. On the other hand, the advocates of (say) railways would be disappointed the instant they considered the moneys available. What are five small fishes among so many? The upholder of "educational or other" is, in fact, no better than that pessimist of whom it was said that, having before him the choice of two evils, he chose both.

BRITISH DEFINITION.

From a commercial point of view the really serious trade rivals to Great Britain in China are America and Japan, and both of these categorically stated that the purposes to which their quotas (respectively £260,000 and £270,000 a year) are to be devoted are exclusively educational and cultural. The United States give full discretion to their President concerning the remainder (£150,000) of their quota left after the partial remission they made in 1908. In that year £110,000 a year was remitted, and has ever since been expended on the Ching Hua School in Peking for 400 Chinese boys, who, chosen at the age of 11, spend six years in China and six in America at the expense of the fund. Japan has declared her will by statute; the China Cultural Works Special Fund Act, which came into force on April 1st, 1923, declares the following purposes to be educational and cultural for the purposes of the Act: educational, literary, sanitary, as well as relief works, and any other work in China which has in view the development of culture in China; similar works for the Chinese residents in Japan; and research works concerning China done in Japan.

An English interpretation of the phrase proposed might require that our quota (£400,000 a year) should be devoted to educational institutions, whether under Chinese or British management (universities, colleges, secondary and trade schools), to the maintenance of scholarships (whether held in colleges or universities in China or Great Britain or her dependencies); further, to helping on medical work and, in particular, to establishing an institute in London for Chinese students, to which should be attached a hostel, where they could realise English goodwill to China and come into contact with English traditions on their good side. Except for this last, he exigency of finance would require that only existing institutions should be helped, together with those which, like the Textile School, approved by the Shanghai Chamber of Commerce, might be started without aid from the fund. Having chosen education as the supreme object, he co-operation of the Chinese should be regarded as indispensable at every state of organisation and in each institution aided. An honest attempt on these lines, from which anything that tended towards denationalisation would be barred, would certainly secure the cordial support of the Chinese, and in turn would react favourably on commercial and political relations.

---

In setting Germany up in business you are restoring at one blow your own greatest and most formidable competitor.—*Mr. Baldwin.*

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That the city of London has been authentically reproduced on a tremendous scale especially for the scenes in this gigantic production; lavish palaces and quaint streets?

That hundreds and hundreds of actors faithfully portray the romantic characters of the period in a story replete with thrills and heart interest?

That in this picture you will see the court of Queen Anne, the most extravagant in English history, at the height of its pomp and folly?

That Virginia Valli, one of the most beautiful actresses on the screen, portrays the part of the noted English beauty, Chlorinda Wildairs, who was the toast of every man in London?

That this great picture is directed by Hobart Henley, who is responsible for such well-known successes as "The Flirt" and "The Abysmal Brute"?

That this is one of the most magnificent productions ever filmed? It cost a fortune and is creating a sensation everywhere!

## VIRGINIA VALLI
IN
## "A LADY of QUALITY"

WITH MILTON SILLS AND A TREMENDOUS SUPPORTING CAST.

*TO-DAY TILL SATURDAY,*
at 5.15 and 9.15 p.m.

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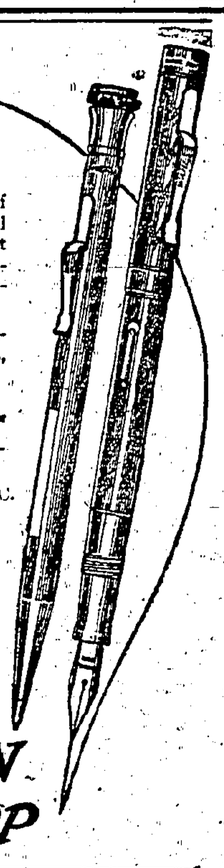

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Of all Chemists and Stores.

## HORLICK'S MALTED MILK

HORLICK'S MALTED MILK CO.
SLOUGH, BUCKS, ENGLAND.


## DRINKS.

[BY A RESTAURANTEUR.]

They call this the Cocktail Age, and to a very large extent the description is apt. There are a hundred cocktails drunk to-day for every one glass of port. Twenty years ago it was the other way about. Eighty years ago, of course, our fathers and grandfathers drank port as the youth of to-day drink ginger-pop—by the bottleful.

There is a distinct fashion in drinks. Since after-midnight dancing instituted the necessity for a tasty snack, beer has become a quite "smart" drink—after midnight. Elegant women and correct men consume an egg and piece of grilled bacon, or a grilled marrowbone, at 2 a.m., and drink with it a small glass of ale. It is "the thing." But offer these fashionable folk a glass of beer at lunch or dinner and you will be frozen by a glare of horrified surprise. Beer is all very well—at the right time.

Chapagne is brought under this odd ban of fashion also. It is vulgar to drink it for lunch, but quite correct to have it for dinner. But a singular thing is happening to champagne. With the revival of private entertaining champagne is losing its fashionableness. It is invariably seen on the tables of the new-rich and of wealthy Americans, but not so often on the tables of the best people. That is because the best people cannot afford to give their guests the best champagne—and only the best is permissable—at every dinner party.

Champagne is really falling to-day into its proper place—it is becoming the mark of a very special occasion. A dinner and dance is a special occasion, but not a very special occasion. Whereas formerly a hostess would scarcely insult her guests by allowing water to be seen on her table or the buffet at her dance, she never fails now to have a carafe of cool water—it must be cooled. Convenient to the carafes are small jugs of flavouring juices—lemon juice, grape-fruit juice, orange juice and so on.

It is the thing now to drink alcoholic liquors only from the cocktail hour of six p.m. onwards—although one must say on the evidence of the inroads on cellars and the chit books of club waiters and restaurant sommelier, that people make up in the evening for their abstemiousness in the daytime. Tonic waters, mineral waters, plain iced water and various fruit cups are what people drink to-day at lunch time. Many sensible people drink nothing at lunch—which is good for their digestions but bad for all the drink businesses.

Fruit cups, alcoholic and otherwise, are in great demand especially at dances and all sorts of indoor and outdoor functions. But they are invariably served properly with ice, and are poured from a jug whose mouthpiece does not allow the fruit to fall with a plop into the glass. Cider cup is another characteristic drink of the present day—the King has a notable bin of it in his cellar.

In the last century there were practically "straight" drinks—sherry, port, claret, Madeira and so on. Lemonade and orangeade, so popular now, were thought of with a shudder as being appropriate only for the servants' hall and the village hop. To-day the variety of drinks is enormous and the mixed drink is the drink of the moment. The wine which has been most popular at important dinner parties this season has been vintage Burgundy.

My lady has to-day her own very definite tastes. She likes her cocktail, her tiny liqueur with her coffee, and is not above asking for a mild whisky and soda when she feels the need for a bracing refreshment.

## WOMEN AND PRISON REFORM.

DEPUTATION TO HOME SECRETARY.

Mr. Arthur Henderson, the Home Secretary, on July 28th, received a private deputation from the executive of the National Conference of Labour Women on the subject of prison reform. The conference in May last passed resolutions which recommended the appointment of three probation commissioners, of whom at least one should be a woman. The appointment of a woman police commissioner was also recommended, and at least one woman inspector of prisons, and a woman medical inspector, the appointment of more women magistrates with working-class experience, and the extended employment of women police. They also urged that inquiries should be made into the question of legal aid for poor persons, the abolition of capital punishment, and questions affecting the treatment of prisoners. Mrs. Harrison Bell, chairman of the conference, introduced the deputation, whose views were explained by Mrs. Rackham, Mrs. Donaldson, Miss Gertrude Tuckwell, Dr. Bentham, and Dr. Marion Phillips, who are all Justices of the Peace. Mr. Henderson received the deputation sympathetically, and stated that he was sending a written reply.

## TRIBUTE TO NURSES.

Distributing the prizes to the nurses at the St. Marylebone Hospital, on July 24th, the Duchess of Atholl, M.P., said a great deal of a nurse's work might be described as drudgery, but it required a great amount of thoroughness and exactitude. Nursing held a deservedly high place in public esteem. It gave them them intimate and innumerable relationships with other people, and there were few things that more enriched life than intimate contact with people in circumstances different from one's own. Co-operation between the public bodies which had to provide the health services and the nurses doing work in voluntary associations, was a combination which meant a great deal for the health of the people, and one which she hoped would develop in future years.

## UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:—

| Address | From |
|---|---|
| Volkart ... ... ... | Havre |
| Wyesen ... ... ... | Amsterdam |
| Yaphongkwi, Great Eastern Hotel ... | Amoy |
| Lunon ... | Shanghai |
| Chan, No. 3, Tai Sack Street... | Shanghai |
| 0502 ... ... ... ... | Tientsin |

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:—

| Number | Address | From |
|---|---|---|
| 16513/24th | Gossart Poinveyret | Yunnanfu |

## WEATHER REPORT

September 2nd at 16.50.—Pressure is lowest to the east of the Philippines. Changes are slight at all reporting stations.

A feeble anticyclone covers Japan.

Hongkong rainfall for the 24 hours ending at 18 hours, Sept. 2nd, 0.01 inch. Total since January 1st, 82.34 inches, against an average of 66.78 inches.

The forcast for the 24 hours ending at 18 hours, Sept. 3rd is as follows:—

| District | Forecast |
|---|---|
| Hongkong to Gap Rock | E. winds, moderate; fine. |
| Formosa Channel | do. |
| South coast of China between Hongkong and Lamocks | do. |
| South coast of China between Hongkong and Hainan | do. |

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 2nd.

| | Previous Day at 2 p.m. | On Date at 6 a.m. | On Date at 2 p.m. |
|---|---|---|---|
| Barometer ... | 29.88 | 29.89 | 29.86 |
| Temperature ... | 86 | 79 | 88 |
| Humidity ... | 78 | 89 | 64 |
| Wind Direction... | ESE | Calm | ESE |
| ,, Force ... | 4 | 0 | 4 |
| Weather ... ... | c | C | b |
| Rain ... ... | 0.00 | 0.00 | 0.01 |

Hightest open-air Temperature on 1st ... 86
Lowest open-air Temperature on 2nd ... 79

## HONGKONG TIDE TABLE.

From Sept. 3rd to 9th, 1924.

| Days of Week. | Days of Month. | High Water. H'kong Standard Time. | High Water. Height. | Low Water. H'kong Standard Time. | Low Water. Height. |
|---|---|---|---|---|---|
| | | h. m. | ft. in. | h. m. | ft. |
| Wed. | 3 | m 11 42 | 6 7 | m 5 18 | 2 4 |
| | | | | 6 8 a | 2 6 |
| Thur. | 4 | m 0 7 | 6 2 | m 6 16 | 2 5 |
| | | 0 38 a | 6 1 | 6 41 a | 3 1 |
| Fri. | 5 | m 0 48 | 6 3 | m 7 26 | 3 6 |
| | | 1 43 a | 5 4 | 7 16 a | 3 5 |
| Satur. | 6 | m 1 40 | 6 4 | m 8 53 | 3 7 |
| | | 3 11 a | 4 9 | 7 57 a | 3 9 |
| Sun. | 7 | m 2 46 | 6 5 | m 10 32 | 3 6 |
| | | 5 9 a | 4 6 | 9 6 a | 4 4 |
| Mon. | 8 | m 4 4 | 6 6 | m 11 52 | 3 3 |
| | | 6 46 a | 4 7 | 10 33 a | 4 3 |
| Tues. | 9 | m 5 19 | 6 9 | 0 56 a | 3 2 |
| | | 7 44 a | 4 9 | 10 54 a | 4 1 |

## BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

Water levels in English Feet at 10 A.M. 1924.

| Place of Observation. | Highest W.L. ever recorded. | Lowest W.L. ever recorded. | W.L. Aug. 31 | W.L. Sept. 1 |
|---|---|---|---|---|
| | Feet. | Feet. | Feet. | Feet. |
| Wuchow, W. River | +79.56 | −2.42 | — | — |
| Kongmoon, W. River | +14.70 | −0.80 | +5.2 | +5.5 |
| Linkonghow, N. River | +57.00 | — | +7.5 | +7.5 |
| Shiuchow, N. River | +35.81 | — | +5.9 | +5.7 |
| Samshui, N. River | +27.25 | −5.00 | +8.0 | +8.0 |
| Sheklung, E. River | +15.15 | −0.58 | +3.9 | +3.7 |

Engineer-in-Chief.


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THERAPION No. 2
THERAPION No. 3
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OR 61, FIRST STREET, SAN FRANCISCO.


## ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, January to June, 1924.

With INDEX. Price—$7.50.

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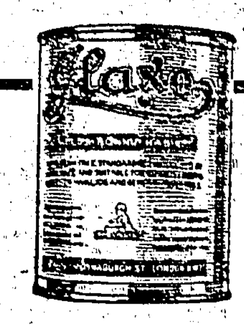


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Buy a tin of Glaxo to-day and see how happy, contented, and healthy your Baby will grow. Give him real luck for all his future life.

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NOTICE.

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Optional Cargo will be forwarded on unless Intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 6th instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before the 10th instant, or they will not be recognized.

All damaged Packages will be examined on Saturday, the 6th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

B. RODENFUSER,
Agent.

Hongkong, 1st September, 1924. [1215

## LLOYD TRIESTINO S.N. CO.

NOTICE TO CONSIGNEES.

The Steamship "FIUME-L."

FROM TRIESTE, VENICE, BRINDISI, PORT SAID, MASSAUA, ADEN, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless Notice to the contrary be given before 29th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th prox., will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 14th prox., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 4th prox., at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected.

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DODWELL & CO., LTD.,
Agents.

Hongkong, 29th August, 1924. [1205


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|---|---|---|
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| "TRIER" | 14th September | 18th October |
| "ELBERFELD" | 16th October | 25th November |
| "COBLENZ" | 10th November | 13th December |
| "PFALZ" | 11th December | 17th January, 1925 |
| "DERFFLINGER" | 3rd January, 1925 | 4th February " |
| "SAARBRUECKEN" | 2nd February, " | 8th March " |
| "TRIER" | 1st March " | 5th April " |
| "FULDA" | 29th March " | 2nd May " |

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## BATTLE OF JUTLAND.

### LONG-PROMISED OFFICIAL NARRATIVE ISSUED.

### LORD JELLICOE UNABLE TO AGREE.

The long-promised official narrative of the Battle of Jutland was published in book form on July 26th by the Stationery Office. It is a well-produced volume of just over a hundred pages, and no fewer than forty-five diagrams are used to illustrate the positions of the units of the Fleet in the course of the battle.

The narrative is based on the despatches of the admirals and the reports of individual ships, and "The Grand Fleet" by Viscount Jellicoe, the then Commander-in-Chief, has been used to supplement these despatches, as have a valuable collection of personal narratives, largely based on notes made during the action, compiled by Lieuts. H. W. Fawcett and G. W. W. Hooper.

It is pointed out in the introduction that "the Battle of Jutland must appear to many as a grey mass of ships manœuvring in and out of the battle smoke with no possibility of ascertaining their movements with clear and definite precision. To attempt to do so is certainly no light task. The official reports of individual captains represent only an effort, often necessarily hasty, to reduce the observations of a number of observers into one story; and similarly the despatches of the Admirals can be regarded only as a provisional attempt to reduce the reports of individual captains to a single focus.

#### COMPLETE SURVEY DIFFICULT.

"From a historical point of view both must be regarded merely as rapid preliminary surveys. By their very nature they could be no more, for a complete survey requires the careful and critical examination of every source of information—every log, every signal log, every individual report.

"But in a battle where 151 British flags and pendants were flying, this in itself is a heavy and laborious task, and when, in addition, it is remembered that in the case of most ships the signal volumes alone number at least three or four, and the total number of volumes runs into hundreds, the mere physical labour of arrangement and custody is a considerable item of work."

Among the appendices is one to meet the wishes of Viscount Jellicoe under the heading of "General Remarks (by Lord Jellicoe)."

#### LORD JELLICOE'S DISSENT.

Lord Jellicoe expresses his sincere regret at finding himself compelled to express dissent in any form, but considers it his duty to draw attention to a few of the most important passages with which he is still unable to agree. The Admiral's first two points of criticism are made in the defence of Admi. E. Thomas, who, he asserts, lies under the insinuation by the narrative of being responsible for delay in the Fifth Battle Squadron coming into action. Admiral Jellicoe describes the signals which, he points out, were made by flags. He contends that these signals were quite naturally not easily distinguishable.

Under Paragraph III. Admiral Jellicoe endeavours to show the difficulties arising from the receipt of the various reports. He says: "Up to 5.50 p.m. the earlier reports had led me to reach the enemy's battle fleet ahead, this expectation being based on a mean of reports from "Lion" and "Southampton." I should not for a moment have relied on Admiralty information of the enemy in preference to reports from ships which actually sighted him or even had attached equal weight to such reports."

The Admiral asserts that many points are partially correct only or for other reasons misleading, and gives a lengthy account of the information available as to the position of the German high sea fleet in the night after the second engagement with the enemy. He also says that the narrative fails to give a true idea of the confusion caused by contradictory reports, the effect of which was felt throughout the action.

Their lordships follow Lord Jellicoe's comment with copious footnotes. They express their satisfaction that the compilers of the narrative have kept to the facts, and that where the Admiral's account differs from the Admiralty narrative the latter is more in accordance with the evidence available.

## P. & O. S.S. "PLASSEY" SOLD TO SHIPBREAKERS.

### SHIP'S INTERESTING HISTORY.

Following hard on the heels of the *Syria*, the P. & O. liner *Plassey* has been sold to Italian shipbreakers, and is to leave the Thames almost immediately. She had two sisters, the *Assaye*, which had already proved herself a very successful vessel in the South African War, and the *Sobraon*, which was unfortunately lost. She was a ship having a gross tonnage of round about 7,500, a sea speed of 16 knots, being capable of carrying 114 first and 57 second-class passengers while she was on commercial service, and two hundred officers and 1,500 men when she was employed as a transport, although, as a matter of fact, she seldom carried more than a battalion. Her maiden voyage was on commercial service to the Straits and China, but she was soon after chartered for trooping service. While lying in the Royal Albert Dock being fitted out for this work, a fire occurred in her 'tween decks, which was put out by the efforts of her crew and the shore brigades. Although she did a certain amount of useful work on the Eastern service most of her duty was on Government charter, and she was regarded as one of the most successful vessels for the work.

In 1906 she was rather badly damaged when the coasting steamer *Masterful* rammed her while she was lying alongside the quay at Southampton. In 1911 she took quite a prominent part in the

(Continued on next column.)


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## VESSELS EXPECTED.

*Achilles* (Blue Funnel), due to-day.
*Atsuta Maru* (N.Y.K.), due September 9th.
*Autolycus* (Blue Funnel), due September 10th.
*Benlawers* (Ben), due September 6th.
*Calchas* (Blue Funnel), due September 27th.
*Empress of Russia*, due September 15th.
*Helenus* (Blue Funnel), due to-morrow.
*Kashmir* (P. & O.), due to-morrow.
*London Maru* (O.S.K.), due September 5th.
*Moji Maru* (N.Y.K.), due September 10th
*Patroclus* (Blue Funnel), due September 15th.
*Penang Maru* (N.Y.K.), due to-morrow.
*President Harrison* (Dollar), due Sept. 15th.
*President McKinley* (Admiral Oriental), due September 14th.
*President Van Buren* (Dollar), due Sept. 29th.
*Rhesus* (Blue Funnel), due September 6th
*Sardinia* (P. & O.), due to-day.
*Schlesien* (N.D.L.), due September 10th.
*Soudan* (P. & O.), due September 5th.
*Trier* (N.D.L.), due September 12th.
*Yoshino Maru* (N.Y.K.), due September 10th.

Coronation Naval Review, when she was chartered by the Admiralty to carry their guests, and it is noteworthy that in these days they appear to have been very much more generous in the issue of invitations than they have been in this present review. In 1914 she was taken up as a naval hospital ship at the very outbreak of the war, and remained on that duty until May, 1918, when she was transferred to the Ministry of Shipping under the liner requisition scheme, and used her speed for the carriage of foodstuffs or troops as required. In the general confusion and shortage of tonnage which immediately followed the war she was, of course, diverted all over the place, but since then she has been employed principally on the Eastern run, with intervals of transport work. She is still a splendid ship, and has been kept in typical P. & O. condition, so that her sale is merely an indication of the improvement in the tonnage of the company.


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STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION.

| | | | |
|---|---|---|---|
| TSINGTAU via SWATOW & SHANGHAI | "TUNGSHING" | ...Wednesday, | 3rd Sept., 10 a.m. |
| TIENTSIN | "CHEONGSHING" | ...Wednesday, | 3rd Sept., Noon. |
| KOBE | "NAMSANG" | ...Friday, | 5th Sept., Noon. |
| MANILA | "YUENSANG" | ...Saturday, | 6th Sept., 11 a.m. |
| SANDAKAN | "MAUSANG" | ...Saturday, | 6th Sept., 1 p.m. |
| HAIPHONG via HOIHOW | "MINGSANG" | ...Sunday, | 7th Sept., 7 a.m. |
| SHANGHAI via SWATOW | "FOOSHING" | ...Sunday, | 7th Sept., 10 a.m. |
| STRAITS & CALCUTTA | "KUTSANG" | ...Monday, | 8th Sept., 3 p.m. |
| BANGKOK via SWATOW | "KWAISANG" | ...Monday, | 8th Sept., 5 p.m. |
| TSINGTAU via SWATOW & SHANGHAI | "KWONGSANG" | ...Wednesday, | 10th Sept., 10 a.m. |
| MANILA via AMOY | "SUISANG" | ...Saturday, | 13th Sept., 3 p.m. |

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SHANGHAI LINE:—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtsze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday at 11 a.m.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

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TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwai and Chefoo.

BANGKOK LINE:—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.



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s.s. "KUTSANG" will be despatched on or about Monday, 8th September, 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

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| "GLENSANDA" | 23rd Sept. | "GLENIFFER" | | 28th Sept. London, Rotterdam & Hamburg. |
| "GLENSHANE" | 7th Oct. | "GLENOGLE" | | 11th Oct. London, Rotterdam & Hamburg. |
| "GLENGARRY" | 16th Oct. | | | |

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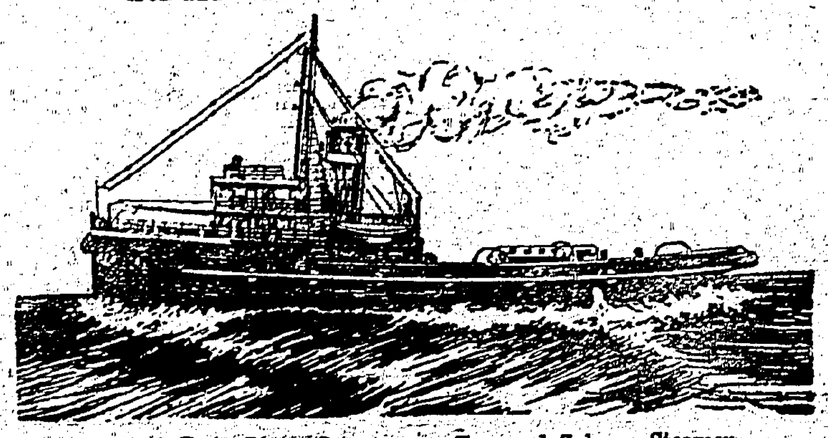

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# SHIPPING NEWS

## ARRIVALS.

September 1st.

*Amherst*, Portuguese str., 241 tons, Capt. A. Fernandes, from Hoihow, with a general cargo, lying at buoy No. C17.—On Fat S.S. Co.

*Empress of Canada*, British str., 21,517 tons, Capt. S. Robinson, C.B.E., R.N.R., from Vancolver, which port she left on August 14th, with a general cargo, lying at Kowloon wharf.—C.P.S., Ltd.

*Hangyang*, British str., 1,268 tons, Capt. L. Jenkins, from Shanghai and Swatow, with a general cargo, lying at buoy No. C18.—B. & S.

*Helikon*, Norwegian str., 1,101 tons, Capt. H. Johannissen, from Bangkok, with a general cargo, lying at buoy No. C46.—Thoresen & Co.

*Nam Wah*, Portuguese str., 447 tons, Capt. A. C. Joanillo, from Kinhon, with a general cargo, lying at buoy No. B22.—Chung Hin S.S. Co.

*New Mathilde*, British str., 842 tons, Capt. E. G. Rapley, from Haiphong and Pakhoi, with a general cargo, lying at buoy No. C11.—Yik Tai S.S. Co.

*Soochow*, British str., 1,594 tons, Capt. E. Monkman, from Shanghai and Amoy, with a general cargo, lying at buoy No. B12.—B. & S.

*Taikwa Maru*, Japanese str., 1,294 tons, Capt. Ishigaki, from Hoihow, with a general cargo, lying at buoy No. B45.—Y.K.K.

*West Faralon*, American str., 1,507 tons, Capt. G. Winkel, from Manila, with a general cargo, lying at buoy No. A56.—Struthers & Barry.

September 2nd.

*Atreus*, British str., 4,284 tons, Capt. H. S. Andrews, from New York, with a general cargo, lying at Holt's wharf.—B. & S.

*Awa Maru*, Japanese str., 3,747 tons, Capt. T. Kurita, from Singapore, with a general cargo, lying at buoy No. A5.—N.Y.K.

*Chinhua*, British str., 1,378 tons, Capt. G. Byers, from Bangkok, with a general cargo, lying at buoy No. C21.—B. & S.

*City of Glasgow*, British str., 3,765 tons, Capt. Wm. Hill, from Singapore, with a general cargo, lying at Holt's wharf.—Bank Line.

*Glenogle*, British schooner, 9,513 tons, Capt. O. O. Simpson, from London, which port she left on July 27th, with a general cargo, lying at Kowloon wharf.—Jardine, Matheson & Co.

*Hain Wah*, Chinese str., 1,358 tons, Capt. J. A. Murphy, from Tientsin, with a general cargo, lying at C.M.S.N. wharf.—C.M.S.N. Co.

*Kwangchow*, British str., 1,572 tons, Capt. C. Plunkett Cole, from Bangkok and Swatow, with a general cargo, lying at Stonecutters.—B. & S.

*Macassar Maru*, Japanese str., 2,493 tons, Capt. Y. Kawaski, from Karatsu, with a general cargo, lying at buoy No. B26.—Nanyo Yusen Kaisha.

*President Madison*, American str., 8,341 tons, Capt. Thos. P. Quinn, from Seattle, Washington, which port she left on August 12th, with 1,260 tons of general and flour, lying at Kowloon wharf.—Admiral Oriental Line.

*Shunko Maru*, Japanese str., 5,027 tons, Capt. T. Fujita, from Singapore, which port she left on August 27th, with a general cargo, lying at buoy No. A6.—O.S.K.

*Taitsu Maru*, Japanese str., 840 tons, Capt. T. Kimura, from Kobe, lying at buoy No. C19.—M.B.K.

*Yatshing*, British str., 1,424 tons, Capt. H. W. Chandler, from Shanghai and Swatow, with a general cargo, lying at West Point wharf.—J. M. & Co.

## CLEARANCES.

September 1st.

*Hanyang*, for Port Wallet.
*Kiangsu*, for Amoy.
*President Monroe*, for Manila.
*Soochow*, for Canton.
*Sunli, for* Kwang Chow Wan.
*Sunning*, for Swatow.

September 2nd.

*Amherst*, for Hoihow.
*Anlee*, for Tsingtao.
*Awa Maru*, for Shanghai.
*Crosskeys*, for Cebu.
*Haihong*, for Swatow.
*Hok Canton*, for Kwang Chow Wan.
*Ikomamu Maru*, for Hongay.
*Silverelm*, for Iloilo.
*Strathlorne*, for Kwangyen.
*Taishun*, for Swatow.
*Taito Maru*, for Shanghai.
*Taming*, for Hoihow.
*Tungshing*, for Swatow.
*Van Cloon*, for Swatow.
*Yatshing*, for Canton.

## PASSENGERS.

ARRIVALS.

Per *Glenogle*, from London, on Sept. 2nd:—Mr. Cox, Mr. Jones, Mr. Hall, Mr. Johnson, Mr. Munson, Mr. Isaacs, and Mr. Andrews.

Per Admiral Oriental liner *President Madison*, from U.S.A., Japan and Shanghai, on September 22nd:—Mr. C. L. R. Becker, Mr. T. Chaloub, Miss G. Chan, Miss A. Chan, Mrs. Sin Cheong, Mr. J. E. Govington, Mr. C. T. Happer, Mr. C. F. Hanwell, Mr. P. Hiatt, Miss D. R. Murray, Mr. Huang Yok Ngo, Miss L. Remedios, Mr. Geo. W. Armstrong, Mr. K. Tyson, Miss K. Siu, Mr. Wm. Barber, Mr. W. L. Bowler, Mr. Zia Yuen Ding, Mr. F. C. Edwards, jr., Mr. Arthur G. Fisher, Mr. C. F. Humphreys, Mr. A. G. Kempf, Mr. D. McIntosh, Mr. M. H. O'Malloy, Mr. N. Rojas, Mr. P. del Rosario, Miss P. Strickler, Mrs. H. P. Strickler, Mr. Wm. G. Strickler, Miss Ruth Strickler, Mr. K. Takahashi, Miss Mary Vincenheller, Mr. J. J. Waters, Mr. Herman Ziegler.

Per R.M.S. *Empress of Canada*, on September 1st:—Miss G. R. Brigham, Miss J. E. Budd, Mr. A. Cameron, Mr. S. M. Churn, Miss W. F. Cocks, Mr. and Mrs. R. Farrant, Misses J. Reed and F. Farrant, Miss Smith, Mrs. J. J. Harrington, Miss Wave Lesley, Mr. R. F. Mattingley, Mr. S. M. Monroe, Mr. M. D. Rutley, Mr. L. L. Saundercook, Dr. H. F. Sommers, Mr. P. D. Sutherland, Miss G. Tolle, Miss A. Wain, Miss M. V. Woodman, H.E. Liang Shih Yi, Mr. Yan Pak Law, Mr. Ma Soo, Mr. and Mrs. G. E. Costello, Miss D. A. Peck, Mr. H. Richardson, Mr. C. G. Anderson, Misses P. and J. Anderson, Mr. T. D. W. Bannister, Mr. Chang Kwan, Mrs. E. M. Cossor, Mr. C. F. Crawford, Mr. J. Gotuaco, Mr. F. B. Grose, Mr. J. S. Gubbay, Mr. R. Hall, Mr. W. Hall, Mr. H. E. Jackson, Mr. M. Klatchko, Mr. F. J. and Mrs. Mayers, Mr. B. C. Ong, Mr. C. K. Ong, Mr. T. Paget, Mrs. H. and Miss B. Richardson, Mr. and Mrs. A. R. Sutherland, Mr. F. J. Tavares, Mr. P. G. Weber, Miss Lee Lai Wah, Miss Lee Bou Wah, Mrs. Liang Shi Yi, Miss Liang Mon Chin, Miss Liang Jung Sung, Mr. Liang Ting Min, Master Liang, Mr. Loy Chang, Mr. Seng Tuan Foo, Mr. Tonfi Shui Lun, Miss E. S. Atkins, Mr. F. H. Bowrey, Mr. and Mrs. A. D. Cook, Misses R. and E. M. Cook, Miss M. Cooper, Mr. W. H. Green, Mr. H. A. Leslie, Mr. and Mrs. E. W. L. Martin, Mr. R. Sands, Mr. and Mrs. H. H. McGuire, Miss E. Middleton-Smith, Miss Beatrice Pope, Rev. and Mrs. C. W. Shoop and two children, Mr. E. E. Virji, Mr. and Mrs. T. W. Worsnip, Mr. E. O. Murphy, Miss M. D. Birt, Mr. Poon You Chun, Mr. A. Arch, Mr. E. Bostead, Miss R. Craft, Mr. M. Dumas, Mr. and Mrs. E. C. Howe, Mr. and Mrs. J. S. Kunkle, Mr. C. E. and Mrs. Lumpp, Misses A. and E. Lyen, Misses E. H. McPherson, Mr. and Mrs. H. G. Miller, Miss K. Pastakia, Misses F. and M. Pike, Mr. H. Pyner, Miss N. Spivey, Miss R. C. Stewart, Mr. O. Suares, Miss M. V. Summer, Mr. N. Tereshakoff, Miss H. Vaughan, Miss G. Ching, Miss R. Ching, Mr. Ching Yue Chung, Mr. P. K. and Mrs. Ho, Mr. M. W. Khan, Miss I. Lau, Miss A. Lau, Dr. T. L. Lee, Misses M. and S. Lee, Mr. C. C. Li, Mr. Ling Peh Chu, Mr. C. Z. M. Ma, Mr. Ng San Ngin, Mr. Shau Pin, Mr. and Mrs. Tan Mow Sze, Mr. J. P. Wong, Mr. Y. M. Miss, Mrs. J. B. Craig, Miss E. Craig, Mr. and Mrs. H. G. Rasul, Mr. I. R. Simpson, Mr. and Mrs. M. D. Mann, Mr. S. E. Baxter, Mr. G. E. Blacker, Mr. W. R. Mowll, Mr. H. M. Snyder, Mr. D. and Mrs. Millam, Miss A. Obaldo, Dr. G. E. Pi-It, Miss L. M. Spessard, Mrs. Beliatzky, Miss L. Beliatzky, Lieut. E. P. Earle, Mrs. R. Aidmen, Mrs. E. Misses J. and Master Esser, Mrs. H. C. Flanagan.

## SHIPPING MOVEMENTS.

The P. & O. s.s. *Malwa*, from Hongkong, arrived at London on August 29th, at 7 a.m.

The R.M.S. *Empress of Asia* arrived at Nagasaki on September 1st at 3.20 p.m., left yesterday at 3 a.m., and is due at Kobe to-day, September 3rd, at 5 a.m.

The Admiral Oriental liner *President Madison* will sail for Manila at 5 p.m. to-day, September 3rd, and not at midnight as previously advised.

## "EMPRESS OF CANADA" BERTHS AT SHANGHAI.

The Canadian Pacific str. *Empress of Canada* berthed safely at the China Merchants' lower wharf. This was the first time the great vessel had been brought up the Huangpu. The bringing of the Canadian Pacific vessels up to Shanghai, remarks a Shanghai contemporary, is proving a great convenience to passengers, inasmuch as there is not the same hurry to embark as there was when the ship lay off Woosung.

# VESSELS ADVERTISED AS LOADING

| DESTINATION | VESSEL'S NAMES | FLAG | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|---|---|---|---|
| BUENOS AIRES via SINGAPORE, &c. | Kamakura Maru | Jap. | Nippon Yusen Kaisha | On — |
| NEW YORK & BOSTON | Southwestern Miller | Brit. | Prince Line | On 1st Oct. |
| BOSTON & NEW YORK, BALTIMORE | Perseus | Brit. | The Bank Line, Limited | On 10th inst. |
| SAN FRANCISCO via CHEFOO & JAP. PORTS & H'LU. | President Lincoln | Am. | Pacific Mail S.S. Co. | On 10th inst., 10 a.m. |
| SAN FRANCISCO, &c. | West Faralon | Am. | Struthers & Barry | On 3rd inst. |
| VICTORIA & VANCOUVER, B.C., via SHANGHAI, &c. | Empress Canada | Brit. | Canadian Pacific O. S. Ltd. | On 13th inst. |
| VICTORIA, SEATTLE & VANCOUVER via J. PORTS | Kaga Maru | Jap. | Nippon Yusen Kaisha | On 26th inst., 11 a.m. |
| VICTORIA, SEATTLE, TACOMA, VANCOUVER, &c. | Arabia Maru | Jap. | Osaka Shosen Kaisha | On 26th inst. |
| VICTORIA, SEATTLE & VANCOUVER | Achilles | Brit. | Butterfield & Swire | On 20th inst. |
| SEATTLE & VICTORIA, via D'HAL, KOBE & YOKOHAMA | Presidt. Madison | Am. | Admiral Oriental Line | On 12th inst. |
| MARSEILLES, LONDON & ANTWERP | Kalyan | Brit. | P. & O.-B. L. & A. L. | On 6th inst. |
| MARSEILLES, &c. | Azay Le Rideau | Fren. | Messageries Maritimes | On 7th inst. |
| MARSEILLES, &c. | Paul Lecat | Fren. | Messageries Maritimes | On 14th inst. |
| MARSEILLES, &c. | Andre Lebon | Fren. | Messageries Maritimes | On 28th inst. |
| MARSEILLES, LONDON, ANTWERP via SINGAPORE &c. | Haruna Maru | Jap. | Nippon Yusen Kaisha | On 10th inst., 11 a.m. |
| MARSEILLES, LOND'N, R'DAM, LEITH & GLASGOW | City of Manila | Brit. | The Bank Line, Ltd. | On 11th inst. |
| MARSEILLES, HAVRE, LIVERPOOL & GLASGOW | Eurypylus | Brit. | Butterfield & Swire | On 6th inst. |
| GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c. | Schlesien | Ger. | Melchers & Co. | On 10th inst. |
| LONDON, ROTTERDAM & HAMBURG | Atreus | Brit. | Butterfield & Swire | On 6th inst. |
| LONDON, HAMBURG, ROTTERDAM & ANTWERP, &c. | Argun Maru | Jap. | Osaka Shosen Kaisha | On 5th inst. |
| LONDON, ROTTERDAM & HAMBURG | Pembrokeshire | Brit. | Jardine, Matheson & Co., Ltd. | On 13th inst. |
| AMSTERDAM, ROTTERDAM, HAMBURG & BREMEN | Boston | Dut. | Java-China-Japan-Lijn | On 6th inst. |
| ANTWERP, ROTTERDAM & HAMBURG | Albert Vogler | Ger. | Hunter Breckelmann & Co. | About 23rd inst. |
| BOMBAY via SINGAPORE & COLOMBO | Sado Maru | Jap. | Nippon Yusen Kaisha | On 21st inst. |
| STRAITS & CALCUTTA | Kutsang | Brit. | Jardines, Matheson & Co., Ltd. | On 8th inst., 3 p.m. |
| SINGAPORE, PENANG & CALCUTTA | Talma | Brit. | P. & O.-B. L. & A. L. | On 5th inst., 1 p.m. |
| SINGAPORE, PENANG, COLOMBO, BOMBAY, &c. | Sardinia | Brit. | P. & O.-B. L. & A. L. | On 5th inst., Noon |
| SINGAPORE, PENANG, COLOMBO, BOMBAY, &c. | Soudan | Brit. | P. & O.-B. L. & A. L. | On 30th inst. |
| SINGAPORE & BELAWAN-DELI | Van Cloon | Dut. | Java-China-Japan-Lijn | On 11th inst. |
| BRINDISI, VENICE & TRIESTE | Venezia | Ital. | Dodwell & Co., Ltd. | On 7th inst. |
| WEIHAIWEI, CHEFOO & TIENTSIN | Kneichow | Brit. | Butterfield & Swire | On 10th inst., 4 p.m. |
| HAIPHONG via HAIHOW & PAKHOI | Chukwa Maru | Jap. | Yamashita Kisen Kaisha | About 5th inst. |
| KEELUNG via SWATOW & AMOY | Taikwa Maru | Jap. | Yamashita Kisen Kaisha | About 4th inst. |
| SANDAKAN | Massang | Brit. | Jardine, Matheson & Co., Ltd. | On 5th inst., 1 p.m. |
| AUSTRALIAN PORTS via MANILA | Tango Maru | Jap. | Nippon Yusen Kaisha | On 17th inst., 11 a.m. |
| AUSTRALIAN PORTS | Arafura | Brit. | P. & O.-B. L. & A. L. | On 1st Oct. |
| AUSTRALIAN PORTS | Taiyuan | Brit. | Butterfield & Swire | On 10th Oct. |
| SHANGHAI, KOBE & YOKOHAMA | Penang Maru | Jap | Nippon Yusen Kaisha | On 8th inst. |
| TSINGTAU via SWATOW & SHANGHAI | Tungshing | Brit. | Jardine, Matheson & Co., Ltd. | On 3rd inst., 10 a.m. |
| SHANGHAI, MOJI & KOBE | Kashmir | Brit. | P. & O.-B. L. & A. L. | On 5th inst. |
| SHANGHAI, MOJI & KOBE | Morea | Brit. | P. & O.-B. L. & A. L. | On 19th inst. |
| SHANGHAI & KOBE | Soudan | Brit. | P. & O.-B. L. & A. L. | On 5th inst. |
| YOKOHAMA, KOBE & MOJI | Fiume-L | Ital. | Dodwell & Co., Ltd. | About 5th inst. |
| AMOY & SHANGHAI | Tjibodas | Dut. | Java-China-Japan Lijn | On 6th inst. |
| MOJI & KOBE | Tairea | Brit. | P. & O.-B. L. & A. L. | On 10th inst. |
| MOJI & KOBE | Arafura | Brit. | P. & O.-B. L. & A. L. | On 6th inst. |
| YOKOHAMA, KOBE, NAGASAKI & SHANGHAI | C. Lepoz Y Lepoz | Span. | Botelhe Bros. | On 12th Oct. |
| JAPAN PORTS | Shunko Maru | Jap. | Osaka Shosen Kaisha | On 3rd inst. |
| TIENTSIN | Chenglshing | Brit. | Jardine, Matheson & Co., Ltd. | On 3rd inst., Noon |
| BATAVIA | Tjimanoek | Dut. | Java-China-Japan Lijn | About 3rd inst. |
| CALCUTTA, SINGAPORE & RANGOON | Hamburg Maru | Jap. | Osaka Shosen Kaisha | On 26th inst. |
| CALCUTTA via SINGAPORE, PENANG & RANGOON | Lake Gilpen | Am. | Pacific Mail S.S. Co. | On — |
| HAIPHONG via HOIHOW | Mingsang | Brit. | Jardine, Matheson & Co., Ltd. | On 7th inst., 7 a.m. |
| AMOY, SWATOW & SINGAPORE | Kingyuan | Brit. | Butterfield & Swire | On 10th inst., 2.30 p.m. |
| SWATOW & BANGKOK | Kwangchow | Brit. | Butterfield & Swire | On 9th inst., 2.30 p.m. |
| SWATOW, AMOY & FOOCHOW | Haifoong | Brit. | Douglas Lapraik & Co. | On 5th inst., 1 p.m. |
| SWATOW, AMOY & FOOCHOW | Hai-Ning | Brit. | Douglas Lapraik & Co. | On 9th inst., 5 p.m. |
| MANILA | Empress Canada | Brit. | Canadian Pacific O. S. Ltd. | On 3rd inst. |
| MANILA | Yuensang | Brit. | Jardine, Matheson & Co., Ltd. | On 6th inst., 11 a.m. |
| MANILA | Presidt. Madison | Am. | Admiral Oriental Line | On 3rd inst. |
| MANILA, SINGAPORE, COLOMBO, &c. | C. Lopez Y Lopez | Span. | Botelhe Bros. | On 30th Oct. |
| MANILA, CEBU & ZAMBOANGA | West Carmona | Brit. | Struthers & Barry | On 25th inst. |


# CANADIAN PACIFIC

THE

"EMPRESS OF CANADA"

WILL SAIL FROM

HONGKONG

TO

MANILA

5 P.M., WEDNESDAY, SEPTEMBER 3rd.

AND WILL SAIL FROM

HONGKONG

TO

VANCOUVER

NOON, SATURDAY, SEPTEMBER 13th

via Shanghai, Kobe & Yokohama.

Passenger Department: Telephone C. 752. Cables: "GACANPAC."
Freight and Express: Telephone C. 42. Cables: "NAUTILUS."

# HOLLAND EAST ASIA LINE of the United Netherlands Navigation Company.

Regular Four-weekly Service between
Japan, Vladivostock, China, Hongkong, Manila, Singapore
and
Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports

SAILINGS FOR ROTTERDAM, AMSTERDAM, HAMBURG AND BREMEN.

s.s. "BOETON" ... 6th September
s.s. "BOEROE" ... Beginning of Oct.
s.s. "OOSTKERK" ... Nov.

OUTWARD BOUND STEAMERS DUE TO ARRIVE HONGKONG.

s.s. "BOEROE" ... Due here on the 28th August
s.s. "OOSTKERK" ... 23rd September
s.s. "SCHIELDIJK" ... End of October
s.s. "OUDERKERK" ... End of November
s.s. "OLDEKERK" ... End of December

All Steamers have a Limited Accommodation for Passengers.

For Freight, Passage and further Particulars, Please Apply to—

JAVA-CHINA-JAPAN LYN,
Agents.
Telephone Central No. 1574. York Building.

# PACIFIC MAIL STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD

HONGKONG TO SAN FRANCISCO

VIA

SHANGHAI, KOBE, YOKOHAMA & HONOLULU

S.S. "PRESIDENT LINCOLN" ... Wednesday, September 10th, at 10 a.m.
S.S. "PRESIDENT CLEVELAND" ... Wednesday, September 24th, at 4 p.m.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT
SAN FRANCISCO
LOS ANGELES
SALT LAKE
CHICAGO
NEW YORK

CONNECTING WITH ANY DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.

VISIT
YOSEMITE
GRAND CANYON
FEATHER RIVER
YELLOW STONE PARK
NIAGARA FALLS.

HONGKONG—MANILA

S.S. "PRESIDENT CLEVELAND" ... Sunday, September 14th, at Noon.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.
1st FLOOR, QUEEN'S BUILDING, HONGKONG.
Cable Address: "PACMAIL" Tel. Central 141, " " 3333. Canton Agents: HOLYOAK, MASSEY & CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports
Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada
Through passage rates to Europe via America G.$405, G.$420, G.$440
KAGA MARU ... Friday, 26th Sept., at 11 a.m.
IYO MARU ... Wednesday, 15th Oct.

MARSEILLES, LONDON & ANTWERP via Singapore Ports.
HARUNA MARU ... Wednesday, 10th Sept. at 11 a.m.
KAMO MARU ... Wednesday, 24th Sept.

HAMBURG via LONDON & ROTTERDAM.
MITO MARU ... Friday, 26th Sept.

LIVERPOOL via MARSEILLES & VALENCIA.
TSURUGA MARU (Calls Glasgow) ... Monday, 8th Sept.
DELAGOA MARU ... Sunday, 28th Sept.

SYDNEY & MELBOURNE via Manila Ports.
TANGO MARU ... Wednesday, 17th Sept., at 11 a.m.
YOSHINO MARU ... Wednesday, 15th Oct.

NEW YORK & BOSTON via PANAMA.
MAYEBASHI MARU ... Wednesday, 3rd Sept.

BUENOS AIRES via Singapore, Durban & Cape Town.

BOMBAY via Singapore & Colombo.
SADO MARU ... Sunday, 21st Sept.
TOKSUHIMA MARU ... Monday, 29th Sept.

CALCUTTA via Singapore, Penang & Rangoon.
YAMAGATA MARU ... Monday, 8th Sept.
CALCUTTA MARU ... Friday, 19th Sept.

JAVA & CALCUTTA via Batavia.

NAGASAKI, KOBE & YOKOHAMA.
YOSHINO MARU ... Thursday, 11th Sept.

SHANGHAI, KOBE & YOKOHAMA.
PENANG MARU ... Monday, 8th Sept.
MATSUYE MARU ... Monday, 8th Sept.
ATSUTA MARU ... Wednesday, 10th Sept.
KASHIMA MARU ... Tuesday, 23rd Sept.

For further information, apply to— NIPPON YUSEN KAISHA.
Telephone: Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.

# O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said.
"ARGUN MARU" ... Thursday, 4th Sept.
"ALTAI MARU" ... Friday, 5th Sept.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown.
"SEATTLE MARU" ... Friday, 12th Sept.

BOMBAY via Singapore and Colombo.
"HONOLULU MARU" ... Thursday, 4th Sept.
"BORNEO MARU" ... Monday, 8th Sept.
"ALTAI MARU" ... Monday, 15th Sept.

BANGKOK, SAIGON via SINGAPORE.
"KISHU MARU" ... Thursday, 2nd Oct.

CALCUTTA via Singapore & Rangoon.
"HAMBURG MARU" ... Friday, 26th Sept.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.
"ARABIA MARU" ... Friday, 26th Sept.

NEW YORK via Japan Ports, San Francisco and Panama.
"ALASKA MARU" (From Kobe) ... Wednesday, 15th Oct.

JAPAN PORTS.
"SHUNKO MARU" ... Wednesday, 3rd Sept.
"LONDON MARU" ... Saturday, 6th Sept.
"AMUR MARU" ... Saturday, 13th Sept.

KEELUNG via SWATOW & AMOY.
"KAIJO MARU" ... Sunday, 7th Sept., 2 p.m.
"AMAKUSA MARU" ... Sunday, 14th Sept., 2 p.m.

TAKAO via SWATOW & AMOY.
"KOTSU MARU" ... Thursday, 4th Sept.

TAKAO & KEELUNG
"KWAYO MARU" ... Wednesday, 3rd Sept.

For further particulars please apply to—
OSAKA SHOSEN KAISHA.
Telephone Nos. 4038, 4039, 4090. K. SHIMA, Manager.

## ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

"CITY OF MANILA" .....11th Sept.....Havre, L'don., R'dam. & Hamburg.

### PASSENGER SERVICE.

* "CITY OF LAHORE" .....26th Oct .....Shanghai and Japan.
* "CITY OF LAHORE" .....4th Dec..... Marseilles, London, etc.,
† "CITY OF KARACHI" .....29th Jan..... Do.
* "CITY OF BARODA" .....25th Feb..... Do.

* "A" Class. † "B" Class.

### FARES TO LONDON.

SINGLE 1st CLASS "A"...£92. "B"...£84. | SINGLE 2nd Class "A"...£62. "B"...£56.
Cargo Steamers, Saloon Passage—£68.

For further particulars, apply to—
THE BANK LINE, LTD.
(Tel. Central 780).
or
HOLYOAK, MASSEY & Co., LTD., CANTON.

## BOSTON NEW YORK & BALTIMORE

Joint Service of the

### BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)
AND
### AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

*s.s. "PERSEUS" ... ... ...via Suez Canal ... ... 10th Sept.
*s.s. "CITY OF YOKOHAMA" ...via Suez Canal ... ... 21st Sept.
*s.s. "TEUCER" ... ... ...via Suez Canal ... ... 1st Oct.

*Boston and New York only.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.
For Freight and Particulars, apply to—
BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.
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## M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

| Mail Steamers. | Next Sailings from Marseilles. | Pro. Arr. at Hgkg. and Sailings for S'hai. and Japan. | Probable Sailings from Hongkong for Marseilles. |
|---|---|---|---|
| AZAY LE RIDEAU.. ... | — | — | 7th Sept. |
| PAUL LECAT ... .. | — | — | 14th Sept. |
| ANDRE LEBON ... .. | — | — | 28th Sept. |
| AMBOISE ... ... | 14th Aug. | 15th Sept. | 12th Oct |
| CHANTILLY ... ... ... | 28th Aug. | 29th Sept. | 26th Oct. |
| PORTHOS ... ... ... | 11th Sept. | 14th Oct. | 9th Nov. |

### RATES OF PASSAGE MONEY TO MARSEILLES
(including Table Wine and Free Doctor's Attendance).

A CLASS STEAMERS: 1st Class.....£ 95. 0s. 0d. | 2nd ".....£ 68. 0s. 0d.
B CLASS STEAMERS: 1st Class.....£ 83. 0s. 0d. | 2nd ".....£ 60. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

### LIGNE COMMERCIALES (CARGO BOATS).

s.s. " " loading for HAVRE, ANTWERP & DUNKIRK about
s.s. "C. P. LECOCQ" from DUNKIRK, LONDON & HAVRE is due to arrive about 3rd week of September.
Sailings subject to alteration without notice.

For full Particulars, apply to:—
MESSAGERIES MARITIMES CO.,
Telephone: Central 740. 3, QUEEN'S BUILDING.
CONSIGNATION—TRANSIT—REPRESENTATION.
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## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

### SWATOW, AMOY & FOOCHOW
AND RETURN

(Occupying 9 or 10 Days)

| | | | |
|---|---|---|---|
| HAIFOONG ... | Capt. W. S. Turnbull | Friday, | 5th Sept., at 1 p.m. |
| HAI-NING ... | Capt. W. C. Passmore | Tuesday, | 9th Sept., at 5 p.m. |
| HAIHONG ... | Capt. Ellis Walker | Friday, | 12th Sept., at 3 p.m. |

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—
DOUGLAS LAPRAIK & CO.,
General Manager. [2

## PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON
and
NEW YORK

S.S. "SOUTHWESTERN MILLER" ... ... 1st October.
S.S. "MOORISH PRINCE" ... ... ... ... 1st November.

For Freight and Full Particulars, apply to—
FURNESS (FAR EAST), LIMITED.
Telephone: Central 3185. (Incorporated in Great Britain)
Telegrams: Furnprince. King's Building. [21

## P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated In ENGLAND).

### MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

| S.S. | Tons | From Hongkong (about) | Destination |
|---|---|---|---|
| "SARDINIA" | 6,684 | 4th Sept., Noon | S'pore., Penang, Colombo & B'bay. |
| "KALYAN" | 9,118 | 6th Sept., Noon | Mars., L'don. & Antwerp. |
| "NAGOYA" | 6,854 | 11th Sept. | do. |
| "KAISAR-I-HIND" | 11,430 | 20th Sept. | do. |
| "SOUDAN" | 6,696 | 30th Sept. | S'pore., Penang, Colombo & B'bay. |
| "KASHMIR" | 8,963 | 4th Oct. | Mars., London & Antwerp. |
| "PESHAWUR" | 7,934 | 14th Oct. | do. |
| "MOREA" | 10,811 | 18th Oct. | do. |
| "SICILIA" | 6,813 | 27th Oct. | S'pore, Penang, Colombo & B'bay. |
| "KASHGAR" | 8,840 | 1st Nov. | Mars., London & Antwerp. |
| "MALWA" | 10,941 | 15th Nov. | do. |
| "SARDINIA" | 6,684 | 25th Nov. | S'pore., Penang, Colombo & B'bay. |
| "KARMALA" | 9,098 | 29th Nov. | Mars., London & Antwerp. |
| "MANTUA" | 10,902 | 13th Dec. | do. |
| "SOUDAN" | 6,696 | 23rd Dec | S'pore, Penang, Colombo & B'bay. |
| "KHIVA" | 9,097 | 27th Dec. | Marseilles, L'don. & A'werp |
| 1925. | | | |
| "MACEDONIA" | 11,089 | 10th Jan. | Marseilles, London & A'werp. |
| "SICILIA" | 6,813 | 20th Jan. | S'pore, Penang, Colombo & B'bay. |
| "KALYAN" | 9,118 | 24th Jan. | Mars., London & Antwerp. |
| "MOREA" | 10,911 | 7th Feb. | do. |
| "KASHMIR" | 8,963 | 21st Feb. | do. |
| "MALWA" | 10,941 | 7th Mar. | do. |
| "KASHGAR" | 8,840 | 21st Mar. | do. |
| "MANTUA" | 10,902 | 4th Apr. | do. |

### BRITISH INDIA—APCAR SAILINGS

| | | | |
|---|---|---|---|
| "TALMA" | 10,000 | 5th Sept., 1 p.m. | Singapore, Penang & Calcutta. |
| "TILAWA" | 10,000 | 16th Sept. | do. |
| "TAIREA" | 8,500 | 3rd Oct. | do. |
| "TAKADA" | 8,949 | 25th Oct. | do. |

### EASTERN AND AUSTRALIAN SAILINGS (South)

| | | | |
|---|---|---|---|
| "ARAFURA" | 6,000 | 1st Oct. | Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne. |
| "ST. ALBANS" | 4,500 | 29th Oct. | |
| "EASTERN" | 4,000 | 26th Nov. | |

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom viz. New Zealand, Vancouver (San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

### SAILINGS TO SHANGHAI AND JAPAN

| | | | |
|---|---|---|---|
| "KASHMIR" | 8,963 | 5th Sept., 4 p.m. | Shanghai, Moji & Kobe. |
| "SOUDAN" | 6,696 | 5th Sept., 4 p.m. | Shanghai & Kobe. |
| "ARAFURA" | 6,000 | 6th Sept. | Moji & Kobe. |
| "TAIREA" | 8,500 | 10th Sept | do. |
| "MOREA" | 10,811 | 19th Sept. | Shanghai, Moji & Kobe. |
| "KASHGAR" | 8,840 | 3rd Oct. | do. |
| "ST. ALBANS" | 4,500 | 4th Oct. | Moji & Kobe. |
| "SICILIA" | 6,813 | 4th Oct. | Shanghai & Kobe. |
| "TAKADA" | 6,949 | 6th Oct. | Moji & Kobe. |
| "MALWA" | 10,941 | 18th Oct. | Shanghai, Moji & Kobe. |
| "TALMA" | 10,000 | 22nd Oct. | Moji & Kobe. |
| "KARMALA" | 9,098 | 1st Nov. | Shanghai, Moji & Kobe. |
| "EASTERN" | 4,000 | 1st Nov. | Moji & Kobe. |
| "SARDINIA" | 6,684 | 1st Nov. | Shanghai & Kobe. |
| "TILAWA" | 10,000 | 3rd Nov. | Moji & Kobe. |
| "MANTUA" | 10,902 | 15th Nov. | Shanghai, Moji & Kobe. |
| "KHIVA" | 9,097 | 29th Nov. | do. |
| "SOUDAN" | 6,696 | 29th Nov. | Shanghai & Kobe. |
| "ARAFURA" | 6,000 | 6th Dec. | Moji & Kobe. |
| "MACEDONIA" | 11,089 | 13th Dec. | Shanghai, Moji & Kobe. |
| "KALYAN" | 9,118 | 27th Dec. | do. |
| "SICILIA" | 6,813 | 27th Dec. | Shanghai & Kobe. |
| 1925. | | | |
| "ST. ALBANS" | 4,500 | 3rd Jan. | Moji & Kobe. |
| "MOREA" | 10,911 | 10th Jan. | Shanghai, Moji & Kobe. |
| "KASHMIR" | 8,963 | 24th Jan. | do. |
| "MALWA" | 10,941 | 7th Feb. | do. |
| "KASHGAR" | 8,840 | 21st Feb. | do. |
| "MANTUA" | 10,902 | 7th Mar. | do. |
| "KARMALA" | 9,098 | 21st Mar. | Shanghai, Moji & Yokohama |
| "MACEDONIA" | 11,089 | 3rd Apr. | Shanghai, Moji & Kobe |

*All dates are approximate and subject to alteration without notice.*

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to NOON on the day previous to sailing.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
22, Des Voeux Road Central, HONGKONG Agents.

## Y. K. K.

### Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE BETWEEN KEELUNG, HONGKONG, CANTON & HAIPHONG,
SAILING FROM HONGKONG.

For CANTON

For HAIPHONG via Holhow & Pakhoi
s.s. "CHUKWA MARU" ... ...on or about 5th Sept.
For KEELUNG via Swatow & Amoy
s.s. "TAIKWA MARU" ... ... ...on or about 4th Sept.

For further particulars, please apply to—
Branch Office S. MITARAI, AGENT.
No. 27, Bonham Strand West. Top Floor King's Building.
Tel Central No. 155. Tel. Central Nos. 140 & 4457

## CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

| Ports | Steamers | Date of Departures |
|---|---|---|
| HOIHOW, PAKHOI & HAIPHONG | "TAMING" | On 3rd Sept., 10 a.m. |
| HOIHOW & SINGAPORE | "CHINHUA" | On 4th Sept., 10 a.m. |
| SWATOW & SHANGHAI | "SOOCHOW" | On 4th Sept., 2.30 p.m. |
| SHANGHAI & TSINGTAO | "LIANG CHOW" | On 6th Sept., Noon |
| SHANGHAI & NEWCHWANG | "KIUKIANG" | On 7th Sept., D.L. |
| SWATOW & SHANGHAI | "YINGCHOW" | On 7th Sept., 2.30 p.m. |
| AMOY & SHANGHAI | "SHANTUNG" | On 9th Sept., D.L. |
| SWATOW & BANGKOK | "KWANGCHOW" | On 9th Sept., 2.30 p.m. |
| AMOY, SWATOW & SINGAPORE | "KINGYUAN" | On 10th Sept., 2.30 p.m. |
| WAIHAIWAI, CHEFOO & TIENTSIN | "KUEICHOW" | On 10th Sept., 4 p.m. |
| SWATOW & SHANGHAI | "SUIYANG" | On 11th Sept., 2.30 p.m. |
| AMOY, SWATOW & SINGAPORE | "TEAN" | On 14th Sept., 2.30 p.m. |

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pukow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtsze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.
TELEPHONE CENTRAL 38. Agents.
CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.
[4

## AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.
SAILINGS SUBJECT TO ALTERATION

| Steamer | Arr. Hongkong about | Sails for Manila, Sandakan, Thurs. Is & Aus. Ports about |
|---|---|---|
| "TAIYUAN" ... | 5th October | 10th October. |
| "CHANGSHA" ... | 31st October | 4th November |

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to— BUTTERFIELD & SWIRE,
Telephone No. Central 36. Agents.

## DODWELL & CO., LTD.

### NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

### LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).
TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.
REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

### NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI:

S.S "PERSIA" ... ... ... ... ... Sails about 30th September.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENEZIA" ... ... ... ... ... Sails about 7th September.
S.S. "LACONIA" ... ... ... ... ... Sails about 4th October.
S.S. "FIUME-L" ... ... ... ... ... Sails about 7th October.
S.S. "PERSIA" ... ... ... ... ... Sails about 7th November.

* Cargo only.

### NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... ... ... ... Sails about 31st August.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—
DODWELL & CO., LIMITED
Telephone Central 1030. Agents.

## STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

### EXPRESS FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B. "WEST FARALON" ... ... ... ... Due Hongkong In port.
Leave Hongkong 3rd Sept.
U.S.S.B. "WEST SEQUANA" ... ... ... ... Due Hongkong 14th Sept.
Leave Hongkong 16th Sept.
U.S.S.B. "WEST PROSPECT" ... ... ... ... Due Hongkong 29th Sept.
Leave Hongkong 30th Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS.
THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, CEBU AND ZAMBOANGA.

U.S.S.B. "WEST CARMONA" ... ... ... ... Due Hongkong 23rd Sept.
Leave Hongkong 25th Sept.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

TO MANILA, SINGAPORE, ZAMBOANGA AND CEBU.

U.S.S.B. "WEST CAJOOT" ... ... ... ... Due Hongkong 15th Oct.
Leave Hongkong 16th Oct.

FOR FULL INFORMATION, APPLY TO
L. EVERETT, STRUTHERS AND BARRY, 1st Floor, Queen's Building
General Agent for Phone No. Central 3003.
JAPAN-CHINA-PHILIPPINES, G. P. BRADFORD,
INDO-CHINA-STRAITS & JAVA. Gen. Agent, [122

## POST OFFICE NOTICE.

### INWARD MAILS.

| From | Per | Due |
|---|---|---|
| Amoy | *Tsinan* | 3rd Sept. |
| Shanghai | *Kansu* | 3rd Sept. |
| Straits | *Nansang* | 3rd Sept. |
| Shanghai | *Kansu* | 3rd Sept. |
| Shanghai | *Liangchow* | 3rd Sept. |
| Shanghai | *Sardinia* | 3rd Sept. |
| Europe via Suez (Letters & papers, London, 7th Aug. and Parcels, 31st July | *Kashmir* | 4th Sept. |
| Shanghai | *Yingchow* | 4th Sept. |
| Australia & Manila | *Arafura* | 5th Sept. |
| Straits | *Soudan* | 5th Sept. |
| Java | *Tjibodas* | 6th Sept. |
| Java | *Tjikembang* | 7th Sept. |
| Shanghai | *Sarpedon* | 8th Sept. |
| Manila | *Emp. of Canada* | 8th Sept. |
| Straits | *Akaba Maru* | 9th Sept. |
| Japan | *Harima Maru* | 9th Sept |
| Java | *Tjilaroem* | 14th Sept |
| Japan | *Tango Maru* | 16th Sept. |
| Australia & Manila | *Taiyuan* | 22nd Sept. |

### OUTWARD MAILS.

| For | Per | Date. |
|---|---|---|
| Swatow | *Tungshing* | Wednesday, 3rd, 8.30 A.M |
| Hoihow, Pakhoi and Haiphong | *Taming* | 8.30 A.M |
| Formosa | *Kwanyo Maru* | 10.30 A.M |
| *San Francisco—due San Francisco about 27th Sept. | *West Farallon* | 10.00 A.M |
| Java via Batavia | *Tjimanoek* | 11.00 A.M |
| Japan | *Bandoeng Maru* | 2.30 P.M |
| Java via Batavia | *Macassar Maru* | 2.30 P.M |
| Manila | *Emp of Canada* | 3.30 P.M |
| *Manila | *Pres. Madison* | 3.30 P.M |
| Shanghai, *Japan, and Europe via Siberia (Correspondence especially superscribed "Via Siberia" only.) | *Glenogle* | 5.00 P.M. |
| Pakhoi and Haiphong | *Limchow* | Thursday, 4th, 8.00 A.M |
| *Hoihow Tourane and Quinhon | *Fun Ying Wa* | 8.00 A.M. |
| Hoihow | *Chinkiang* | 8.30 A.M |
| Straits, *India, *Ceylon, *Mauritius, *E. & *S. Africa | *Sardinia* | 10.30 A.M |
| Formosa, Shanghai Japan, Honolulu, U.S.A. Central and South America *Canada & *Europe via San Francisco—due San Francisco 30th Sept. | *Shinyo Maru* | Reg. Letters 2.45 P.M 3.30 P.M |
| Swatow | *Hofoongsan* | 3.30 P.M |
| Kongmoon | *Sun Ning* | 5.45 P.M |
| Straits and Calcutta | *Talma* | Friday, 5th, 11.30 A.M |
| Swatow, Amoy and Foochow | *Tsinanfoo* | Noon |
| Sandakan | *Mansang* | Noon |
| Shanghai and Japan | *Kashmir* | 2.30 P.M |
| Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 4th Oct. | *Kaiyan* | Parcels, 5th, Saturday, 6th, Registration Letters 5.00 P.M 9.45 A.M 10.30 A.M |
| Shanghai | *Lungchow* | 10.00 A.M |
| Manila | *Yuensang* | 10.00 A.M |
| *Straits and *Suez | *Aires* | 10.00 A.M |
| Saigon, *Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden Egypt & *Europe via Marseilles—due Marseilles, 8th Oct.—Ship sails on Sunday, 7th Sept, at 4 p.m. | *Azay Le Rideau* | Reg. Letters 4.15 P.M 5.00 P.M. |
| Hoihow and Haiphong | *Mingsang* | 5.00 P.M |
| Shanghai | *Kinkiang* | 5.00 P.M |
| Java via Soerabaia | *Tjikoeli* | Sunday, 7th, 9.00 A.M |
| Swatow, Amoy and Formosa | *Kaiyo Maru* | 9.00 A.M |
| Japan | *Ginyo Maru* | 9.00 A.M |
| Straits, and Calcutta | *Kutaraja* | Monday, 8th, 1.00 P.M |
| *Swatow and Bangkok | *Kwaisang* | 3.30 P.M |
| Amoy | *Shuntien* | 5.00 P.M |
| Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and EUROPE via MARSEILLES—due Marseilles, 7th Oct. | *Sarpedon* | Tuesday, 9th, Registration Letters 9.45 A.M 10.30 A.M |
| Swatow, Amoy and Foochow | *Hai Ning* | 4.00 P.M |
| Shanghai and Japan | *Akaba Maru* | Wednesday, 10th, 10.30 A.M |
| Java via Batavia | *Tjisalak* | 11.00 A.M |

*Correspondence bearing vessel's name only.


# THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

## LONDON SERVICE
(DIRECT).

ATREUS ... 5TH SEPT. London, Rotterdam & Hamburg
SARPEDON ... 9TH SEPT. Marseilles, London, Rotterdam & Glasgow
GLAUCUS ...15TH SEPT. London, Rotterdam, Hamburg & Dunkirk
EUMAEUS ...22ND SEPT. London, Rotterdam & Hamburg

## LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

EURYPYLUS ... 6TH SEPT. Marseilles, Havre, Liverpool & Glasgow
ANTILOCHUS ...20TH SEPT. Genoa, Marseilles, Liverpool & Glasgow
KT. TEMPLAR .. 1ST OCT. Marseilles, Havre, Liverpool & Glasgow

## PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

ACHILLES ...20TH SEPT. Victoria, Seattle & Vancouver
PHILOCTETES...14TH OCT. Victoria, Seattle & Vancouver

## NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

PERSEUS ...10TH SEPT. Boston & New York Baltimore
TEUCER ... 1ST OCT. Boston & New York Baltimore
EURYLOCHUS 11TH OCT. Boston & New York Baltimore

## PASSENGER SERVICE

PATROCLUS ...16TH SEPT. Shanghai
SARPEDON ... 9TH SEPT. Singapore, Marseilles & London
PATROCLUS ...21ST OCT. Singapore, Marseilles & London
MENTOR ...17TH NOV. Singapore, Marseilles & London
HECTOR ...16TH DEC. Singapore, Marseilles & London
TEIRESIAS ...29TH DEC. Singapore, Marseilles & London

Also cargo steamers with limited passenger accomodation at specially reduced fares.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION, APPLY TO

BUTTERFIELD & SWIRE,
AGENTS.

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## COMMERCIAL.

### OPENING QUOTATIONS.

September 2nd, 1924.

| | |
|---|---|
| On London.— | |
| Telegraphic Transfer | 2/4⅜ |
| Bank Bills, on demand | 2/4 7/16 |
| Bank Bills, at 30 days' sight | — |
| Bank Bills, at 4 months' sight | 2/4⅜ |
| Credits, at 4 months' sight | 2/5⅛ |
| Documentary Bills, 4 months' sight | 2/5⅛ |
| On Paris.— | |
| Bank Bills, on demand | 935 |
| Credits, 4 months sight | 1,083 |
| On New York.— | |
| Bank Bills, on demand | 5 1/16 |
| Credits, at 30 days' sight | 5 4/32 |
| On Bombay.— | |
| Telegraphic Transfer | 164⅛ |
| Bank Bills, on demand | |
| On Calcutta.— | |
| Telegraphic Transfer | 164⅛ |
| Bank Bills, on demand | |
| On Shanghai.— | |
| Bank Bills, at sight | nom. |
| Private, 30 days' sight | |
| On Yokohama.—On demand | 128⅛ |
| On Manila.—On demand | 100⅛ |
| On Singapore.—On demand | 101⅛ |
| On Batavia.—On demand | 139⅛ |
| On Haiphong.—On demand | nom. |
| On Saigon.—On demand | nom. |
| On Bangkok.—On demand | 78⅛ |
| Sovereign, Bank's Buying rate | $ 3.24 |
| Gold Leaf, 100 fine, per tael | 48 |
| Bar Silver, per oz. | 34½ |


### HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

| | |
|---|---|
| Authorised Capital | $50,000,000 |
| Issued and Fully Paid-up | $20,000,000 |
| Reserve Funds:— | |
| Sterling | £4,500,000 |
| Silver | $25,500,000 |
| Reserve Liability of Proprietors | $20,000,000 |

*Court of Directors:*

W. L. PATTENDEN, Esq.—Chairman
H. P. White, Esq.—Deputy Chairman.
B. D. F. Beith, Esq. — J. A. Plummer, Esq.
A. H. Compton, Esq. — J. P. Warren, Esq.
Hon. Mr. P. H. Holyoak. — N. L. Watson, Esq.
A. O. Lang, Esq. — G. M. Young, Esq.

Chief Manager:
A. H. BARLOW, Esq.
Manager: Shanghai—G. H. STITT, Esq.

LONDON BANKERS:
WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 2nd September, 1924. [27

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on Deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. H. BARLOW,
Acting Chief Manager.

Hongkong, 5th May, 1924. [28

### CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

| | |
|---|---|
| Paid-up Capital | £3,000,000 |
| Reserve Fund | £3,300,000 |
| Reserve Liability of Proprietor | £3,000,000 |

FOREIGN EXCHANGE and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

Hongkong, April 8th, 1924. [31

### THE BANK OF TAIWAN, LIMITED.

(TAIWAN GINKO.)

Incorporated by Special Imperial Charter, 1899.

| | |
|---|---|
| Capital Subscribed | Yen 60,000,000 |
| Capital (Paid-up) | Yen 52,500,000 |
| Reserve Fund | Yen 12,980,000 |

HEAD OFFICE:—TAIPEH FORMOSA.

BRANCHES:

JAPAN:—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA:—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
CHINA:—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS:—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
LONDON COUNTIES WESTMINSTER AND PARR'S BANK

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at Rates which will be quoted on application.

Z. YAMAMOTO
Manager.

HONGKONG BRANCH,
4, Des Voeux Road,
Hongkong, 28th June, 1924.

### BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 96] Boulevard Haussmann, Paris.

| | |
|---|---|
| Subscribed Capital | Frs. 72,000,000.00 |
| Paid-up Capital | Frs. 68,400,000.00 |
| Reserve Fund | Frs. 50,667,283.54 |

BRANCHES

| | | |
|---|---|---|
| Bangkok | Hongkong | Saigon |
| Battambang | Mengtsz | Shanghai |
| Canton | Noumea | Singapore |
| Djibouti | Papeete | Tientsin |
| Haiphong | Peking | Tourane |
| Hankow | Pnom Penh | Yunnanfu |
| Hanoi | Pondicherry | |

BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan and Co French-American Banking Corporation; Guaranty Trusty Co., of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

A. LECOT,
Manager.

Hongkong, 20th March, 1924. [32

### THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:
15, Gracechurch Street, London, E.C. 3.

| | |
|---|---|
| Authorised Capital | £3,000,000 |
| Subscribed Capital | £1,800,000 |
| Paid-up Capital | £1,050,000 |
| Reserve Fund | £1,250,000 |

BANKERS:
THE BANK OF ENGLAND
and
MIDLAND BANK, LTD.

BRANCHES:

| | | | |
|---|---|---|---|
| Bangkok | Galle | Kuala Lumpur | Rangoon |
| Batavia | Hongkong | Madras | Shanghai |
| Bombay | Howrah | New York | Simla |
| Calcutta | Kandy | Penang | Singapore |
| Colombo | Karachi | Port Louis | Sourabaya |
| Delhi | Kota Bharu | (Mauritius) | |

HONGKONG BRANCH:
Every description of Banking and Exchange Business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

N. C. WILSON,
Manager.

7, Queen's Road Central,
Hongkong, February 11th, 1924. [30

### THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:—
No. 10, Des Voeux Road Central, HONGKONG.

Established 1919.

| | |
|---|---|
| Authorised Capital | $10,000,000.00 |
| Paid-up Capital | 5,000,000.00 |
| Reserve Fund | 750,000.00 |

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:—

| | Per annum. |
|---|---|
| For 3 months at the rate of | 3 per cent. |
| For 6 " | 4 " |
| For 12 " | 5 " |

KAN TONG PO,
Chief Manager.

Hongkong, March 15th, 1924. [34

### INDUSTRIAL AND COMMERCIAL BANK, LTD.

HEAD OFFICE:
York Building, Chater Road, Hongkong

BRANCHES:
Shanghai—51, Kiangse Road.
Hankow—British Concession.

CORRESPONDENTS IN
London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Tientsin, Swatow, Macao, Canton and all Commercial centres of China and abroad.

PROMPT SERVICE.

Attractive Rates for all kinds of Deposits Enquiries are welcomed.

T. H. MAI,
1962] Manager.

### THE YOKOHAMA SPECIE BANK, LIMITED.

| | |
|---|---|
| Capital (fully paid-up) | Yen 100,000,000 |
| Reserve Fund | Yen 74,500,000 |

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT:

| | | |
|---|---|---|
| Batavia | Kobe | Soerabaya |
| Bombay | London | Rangoon |
| Buenos Ayres | Lyons | San Francisco |
| Calcutta | Los Angeles | Seattle |
| Changchun | Manila | Shanghai |
| Dairen (Dalny) | Nagasaki | Singapore |
| Fengtien (Mukden) | Nagoya | Shimonoseki |
| | Newchwang | Sydney |
| Hamburg | Osaka | Tientsin |
| Hankow | New York | Tokyo |
| Harbin | Peking | Tsinanfu |
| Honolulu | Rio de Janeiro | Tsingtau |
| Kai Yuen | | Vladivostock |

Interest allowed on Current Accounts. Deposits received for Fixed Periods at to be obtained on application.

T. NISHIYAMA, Manager.

Hongkong, 24th July, 1924. [33

### NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

[NETHERLANDS TRADING SOCIETY.]
BANK.

Established 1824.
Hongkong Branch established 1908.

| | |
|---|---|
| Authorized Capital Guilders | 150,000,000 (£12,500,000). |
| Paid-up Capital | 80,000,000 (£6,666,671 |
| Resove Fund | 23,045,032 (£1,670,419 |
| Special Reserves | 22,660,000 (£1,888,330) |

Head Office:—AMSTERDAM.

Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng Bombay, Calcutta, Cheribon, Djember Djokjakarta, The Hague, Kobe, Kota Radja, Makassar, Medan, Padang Palembang, Pecalongan, Penang Pontianak, Rangoon, Rotterdam Samarang, Shanghai, Singapore Soerabaia, Soerakarta (Solo), Tegal Tjilatjap and Weltevreden.

LONDON BANKER:—NATIONAL PROVINCIAL BANK, LTD.

Corespondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.

J. J. STAARGAARD,
Acting Agent.

### THE BANK OF CHINA.
### 行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

| | |
|---|---|
| Authorized Capital | $60,000,000.00 |
| Paid-up Capital | 16,278,600.00 |
| Reserve Founds | 9,629,425.24 |

HEAD OFFICE:—PEKING.

HONGKONG BRANCH:—4, Queen's Road Central. Branches and Sub-branches all over China, and Correspondents in Europe America, and other parts of the world.

LONDON BANKERS:—The National Provincial and Union Bank of England, Ltd. The Guaranty Trust Co. of New York.
NEW YORK BANKERS:—The Irving National Bank. The Equitable Trust Co., New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities. Special facilities for Home Exchange.

TSUYEE FEI,
Manager.

Hongkong, September 8th, 1921. [33


Printed and Published by BERTRAM AUGUSTUS HALE, for the HONGKONG DAILY PRESS, Ltd., 1A, at Chater Road, Victoria, Hongkong. London Office: 131, Fleet Street, E.C.4.